



EASTERN REGION
(NORTHERN AREA)

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 6 MARCH 1976, UNTIL FURTHER NOTICE

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THIS BOOKLET MUST BE RETAINED FOR REFERENCE UNTIL THE NEXT
ISSUE IS RECEIVED.

**THIS SUPPLEMENTARY OPERATING INSTRUCTIONS
BOOKLET SUPERSEDES THE SUPPLEMENTARY
OPERATING INSTRUCTIONS BOOKLET DATED
23 AUGUST 1975 AND INCLUDES MOST OF THE
INFORMATION CONTAINED IN THE FOUR WEEKLY
BOOKLETS UP TO AND INCLUDING No. ND 6D
DATED 7 FEBRUARY 1976.**

MISCELLANEOUS NOTICES

SPENO RAIL GRINDING TRAIN R.555

GENERAL

1. The train will be driven by the firm's driver, who is not passed out in protection procedures.
2. A Motive Power Conductor must ride with the Speno train driver at the leading end of the train.
3. A Guard must ride in the rear vehicle of the train.

MOVEMENT TO AND FROM SITE OF WORK

4. Maximum speed : 45 m.p.h.
5. The train (as composed of 5 vehicles) may be relied upon to operate track circuits. If for any reason, the Speno locomotive wagon has to be detached, the locomotive wagon must not be relied upon to operate track circuits and Instruction A.11 on page 63 of the General Appendix must be complied with.

WORKING WITHIN AN ABSOLUTE POSSESSION

6. Grinding must only be carried out within an Engineers' Absolute Possession, taken in accordance with Section T III of the Rule Book.
7. The Conductor Driver and Guard must accompany the train at all times and will be responsible for carrying out protection in the event of mishap.
8. The train must be driven from the leading end in all circumstances.
9. The spark guards must be lowered at all times whilst grinding is taking place.

EQUIPMENT

10. Twelve detonators, 2 red flags and 2 sets of track circuit operating clips must be carried on both the locomotive and the control wagon.
11. A red banner flag and suitable lamp must be carried to protect the train when stabled.
12. 2 headlights, illuminated at all times, must be carried on the leading end of the train.
13. An oil tail lamp, illuminated as necessary, must be carried on the rear of the train.

DERAILMENT, MISHAP OR BREAKDOWN

14. In the event of derailment or mishap the appropriate instructions on page 118 of the General Appendix must be strictly complied with.
15. (a) In the event of mechanical breakdown the train must be hauled by a B.R. air braked locomotive if possible. The air brake train pipe must be coupled when possible.
- (b) If an air braked locomotive is not available a vacuum braked locomotive may be used to haul the train. In these circumstances the train must be run as an unfitted train. Handbrakes are available at both ends of the train and a B.R. brakevan is not required.
- (c) The coupling of the Speno train must be used to attach the locomotive and this must be fully tightened in accordance with the General Appendix Instructions.
- (d) The B.R. locomotive must not buffer up to the train until the permission of the person in charge of the train has been obtained.

MISCELLANEOUS NOTICES – continued**MANCHESTER/SHEFFIELD/WATH ELECTRIFIED LINES
WORKING INSTRUCTIONS—ISSUE OF PERMITS TO WORK**

In connection with Instruction No.48, attention is drawn to the responsibilities shown below:—
It is the duty of the member of the overhead line equipment staff issuing the permit to work on Form C, to satisfy himself that the person in charge of the work fully understands the extent of the isolation and, where live equipment is adjacent to or crosses over the isolated equipment, which equipment is live and which is isolated. The person in charge of the work must in turn satisfy himself that each man for whom he is responsible fully understands these conditions before the man commences any of the work for which the isolation is necessary. If the man in charge of the work is relieved he must similarly inform his relief.
(TM/EG/W/3/3/YE)

FOUR-DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed. In the meantime, certain regions are setting the indicators to show four white zeros and such indication must not be regarded as an incorrect Head Code.

EXPERIMENTAL MODIFIED TRAIN PREPARATION IN T.O.P.S. CUTOVER AREAS

In T.O.P.S. cut-over areas where Train Preparation is being undertaken experimentally by production of substitute Form B.R. 20896 the following amended experimental procedures to apply :—

1. Train Preparers to check that the wagon number shown on substitute Form B.R. 20896 agrees with the painted number on the wagon.
Should the painted number disagree with the particulars indicated on the substitute Form 20896, the plated number should be checked and if this agrees it should be accepted as the correct number.
(Where a Departmental prefix has been added to the wagon number, this will not appear on the plate).
Discrepancies must be reported immediately to the yard Supervisor.
2. Having established that the wagon number on substitute Form B.R 20896 agrees with the painted number on the wagon (or plated number as appropriate) the Train Preparer must then confirm that the loading category shown on substitute Form B.R 20896 agrees with the loading category (H.M.L. or E) indicated on the wagon label.
Any discrepancy to be reported immediately to the Yard Supervisor.
3. Provided wagon number and load category shown on the wagon agree with particulars indicated on substitute Form B.R 20896 it is in order for the Train Preparer to accept, weight, brake force, Route Availability, speed and length as indicated on substitute Form B.R 20896.
4. Where particulars of any vehicle (e.g. Self propelled engineers plant, coaching stock or other special vehicles) are not available in T.O.P.S., substitute Form B.R. 20896 to be amended manually using the procedures laid down in Section 'C1' of Part 6 (White Pages) of the Working Manual for Rail Staff to make the required assessments.
5. Empty wagons used as runner wagons will be recorded as 'L' category of loading on the substitute Form B.R 20896.

MISCELLANEOUS NOTICES – continued
EXPERIMENTAL MODIFIED TRAIN PREPARATION IN T.O.P.S. CUTOVER AREAS – continued

6. T.O.P.S. records wagon lengths in feet and a conversion table to S.L.U.'s is given below :-

UP TO	FEET	SLU	UP TO	FEET	SLU	UP TO	FEET	SLU	UP TO	FEET	SLU
	21	= 1		441	= 21		861	= 41		1281	= 61
	42	2		462	22		882	42		1302	62
	63	3		483	23		903	43		1323	63
	84	4		504	24		924	44		1344	64
	105	5		525	25		945	45		1365	65
	126	6		546	26		966	46		1386	66
	147	7		567	27		987	47		1407	67
	168	8		588	28		1008	48		1428	68
	189	9		609	29		1029	49		1449	69
	210	10		630	30		1050	50		1470	70
	231	11		651	31		1071	51		1491	71
	252	12		672	32		1092	52		1512	72
	273	13		693	33		1113	53		1533	73
	294	14		714	34		1134	54		1554	74
	315	15		735	35		1155	55		1575	75
	336	16		756	36		1176	56		1596	76
	357	17		777	37		1197	57		1617	77
	378	18		798	38		1218	58		1638	78
	399	19		819	39		1239	59		1659	79
	420	20		840	40		1260	60		1680	80

7. It should be noted that the length of the train excludes the length of train locomotive and train brake van (where provided) and a fully fitted service not requiring a train brake van may convey an additional vehicle (not exceeding 27 feet) in excess of the laid down length limit if required.
8. Whilst under traditional methods of train preparation bogie wagons are counted as 2 wagons i.e. 2 SLU's plus excess length as appropriate, the substitute Form B.R.20896 will record "actual" number of wagons (bogie vehicles counted as one wagon) with length expressed in feet for conversion to SLU's as per the table in paragraph 6.
(M.O.I.)

WORKING INSTRUCTIONS FOR RAIL MOUNTED POCLAIN EXCAVATORS, TYPE TP.30
1. WORKING TO AND FROM SITE OF WORK

Before proceeding to or from the site of work, the C.M. & E.E. Supervisor must ensure that the machine is secured in the travelling position and the slew limiting buffer stops are in the stowed position.

2. WORKING ON SITE

2.1 This machine must work only on lines under Absolute Possession;

Alternately, if the machine is to work only on the cess side of the line and provided it is marshalled in a train, the provisions of the Rule Book, Section Q (Protection of Engineer's Trains Working on a Running line not in the Absolute Possession of the Engineer) may be applied.

2.2 A C.M. & E.E. Supervisor must always be in charge of operations and he must make the necessary arrangements for the provision of lookout protection.

2.3 **When working on the cess side with the adjacent line open to traffic**

2.3.1 Before work is commenced, the C.M. & E.E. Supervisor must:-

- (a) supervise the slewing of the eccentric to the working side of the vehicle,
- (b) personally ensure that both slew limiting buffer stops are secured in the correct position to prevent the adjacent line being fouled,
- (c) then set the system to the 180° slewing limitation position by means of the key switch, remove the key and retain it in his possession, and check that the indicator lights inside and outside the cab are illuminated.

MISCELLANEOUS NOTICES – continued**WORKING INSTRUCTIONS FOR RAIL MOUNTED POCLAIN EXCAVATORS TYPE T P.30 – continued****2. WORKING ON SITE – continued****2.3 – continued**

2.3.2 When the excavator bucket/grab is, or is about to be, manipulated above the height of an adjacent vehicle on the same line and a warning of the approach of a train on the adjacent line is given by the lookoutman, work must cease immediately with the bucket/grab grounded on the track side or on the spoil vehicle. Work must not re-commence until the train has passed the site of work.

2.4 When working towards a line which is open for traffic or if all the provisions of Clause 2.3.1 cannot be complied with

The provisions of the Rule Book, Section T, Part IV must be complied with. Telephone/radio communication must be provided where necessary between the Operating Dept. Supervisor and the Signalman and Handsignalman.

2.5 If, when operating in the 180° slewing limitation, the indicator lights (referred to in Clause 2.3.1 above) cease to be illuminated, all work must stop until the C.M. & E.E. Supervisor has made a thorough check and either had the fault rectified or satisfied himself that the slew limiting device is fully operative and only the indicator lights are faulty.

2.6 Should a line open to traffic be accidentally fouled, the line concerned must be immediately protected in accordance with the Rule Book, Section T, Part I, Clause 2.1.

MAXIMUM SPEED OF COACHING STOCK**Locomotive Hauled Coaching Stock**

Certain locomotive-hauled coaching vehicles have been marked “100m.p.h.” or “100 m.p.h. SM” and guards working trains timed in excess of 90 miles an hour, which will be indicated in the W.T.T. by a ‘Plus’ sign (+), must if the train is not entirely formed of vehicles marked 100 m.p.h. or 100 m.p.h. SM. instruct the driver not to exceed 90 m.p.h.

Trains not indicated by a ‘Plus’ sign (+) in the Timetable must not exceed 90 m.p.h. unless they are wholly composed of vehicles marked “100 m.p.h.” or “100 m.p.h. SM”, in which case the driver must be so advised by the guard.

Conveyance of 4-Wheeled vehicles in Passenger E.C.S. and Parcels Trains

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of **70m.p.h.**

When any of these vehicles are marshalled in a train and are of a lesser maximum speed than any other marshalled in that train the maximum speed of the train will be the lowest speed of any of these vehicles being conveyed. :

MISCELLANEOUS NOTICES—continued.**AMENDED WAGON PANELS**

With regard to the safety of the line it should be noted that the wagon panels attached to the following vehicles have been amended as set out below.

Amended wagon panels will be provided as soon as possible to replace existing panels.

12 ton Insulated Fish Vans

The maximum speed has been reduced to 60m.p.h. in all conditions of loading.

12 ton pipe fitted.

24 ton strip coil.

22 ton timber, conflat, coil, plate fitted only and fitted with roller bearings.

22 ton and 24 ton plate—fitted only.

20 ton and 22 ton tube vacuum fitted — with plain bearings and roller bearings.

22 ton conflat — fitted with plain bearings only.

12 ton container, flat conflat 'B'

24 ton 'D' coil.

22 ton Ale pallet.

12 ton Palvans Nos.B782274 — B782523.

The maximum speed has been reduced to 45m.p.h. in all conditions of loading.

25½ ton Sand/Ironstone Hoppers with a wheelbase of less than 10ft.

The maximum speed has been reduced to 35m.p.h. in all conditions of loading.

27 ton Iron Ore Tipplers Nos.LW25000 — LW25099

The brake force of these wagons in the Heavy and Medium conditions of loading has been reduced from 21 tons to 15 tons.

Salmon Wagons

The maximum speed has been reduced to 45m.p.h. in the Heavy Medium and Light conditions of loading.

100 ton GLW Hopper (LS17601 — 17612)

The maximum speed has been reduced to 45 m.p.h. in the Heavy Medium and Light conditions of loading.

MS12/85/2

CONTINENTAL FERRY WAGONS

Until further notice, the speed of all **Continental Ferry Wagons** must be restricted as shown below:—

Continental Ferry Wagons marked

SS. — 75 m.p.h. (coaching trains)

SS. — 60 m.p.h. (freight trains)

S. — 45 m.p.h.

unmarked — 45 m.p.h.

Special dispensation applies to certain 'S' type vehicles when conveyed on 6S72, 14 55 SX Parkeston Quay — Edinburgh — Glasgow, 6E87, 14 16 Glasgow — Edinburgh — Parkeston Quay, 6E88, 21 00 Llandeilo Jn. — Whitemoor and 6V85, 21 24 March — Severn Tunnel Jn. 6E65 Trafford Park — Parkeston Quay Yard and 6M62 March Down Yard — Dewsnap Sdgs. Air Braked services timed to a maximum speed of 60m.p.h. Details are published in the Sectional Appendices, page 257 North and page 330 South and apply to these six services only.

PRIVATELY-OWNED BULK GRAIN VANS

Brake Sticks must not be used with the above type of vehicle as the design is such that it is not possible to obtain a safe and secure hold for a brake stick.

MISCELLANEOUS NOTICES – continued**MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED**

The authorised load for M.G.R. services to the Base Load power stations is 30 wagons per train and in order to keep working costs to a minimum all efforts must be made to maintain wagon sets at the maximum figure. In view of this the following additions apply to the Appendix Instructions at:-

Cottam
Drax
Eggborough
Ferrybridge
High Marnham
Thorpe Marsh
West Burton

If a defective wagon(s) is detached at the power station the guard must attach the relevant number of good wagons to bring his train to the maximum load authorised. If however, "green labelled" wagons are to be detached at Doncaster, Knottingley or Worksop the attaching of "make up" wagons must be done at that point.

If a loaded train on departure from the colliery conveys less than the maximum number of wagons the deficiency must be rectified after discharge at the power stations by attachment of the relevant number of wagons, or when this is not possible, in accordance with the instructions issued by the Examiner at the power station.

Exceptions

Trains on return from Ratcliffe power station must be made up at Shirebrook sidings en route to Shirebrook area collieries, or at Seymour Junction for Barrow Hill area collieries. Trains from Didcot must be made up at Toton North.

Trains on return from Fiddlers Ferry power station must be made up at Barnsley Junction for Barnsley area collieries or at Wath Yard for South Yorkshire area collieries.

Trains from High Marnham to be made up at the power station.

In the case of any under-loaded train from a colliery to Thorpe Marsh, the route of which does not pass through Doncaster, these must be made up at the power station.

LOCOMOTIVE HEADLIGHTS

Certain locomotives and multiple units are being fitted with an electric headlight to improve the sighting of approaching trains by staff working on running lines and also to provide forward lighting for drivers. The headlights will in no way modify the requirements of the Rule Book, Section H, Clause 7.

Drivers are instructed that unless weather conditions do not allow their use, the headlights should be left switched on when the locomotives/multiple units are in motion.

(M.P.)

VEHICLES FITTED WITH A.F.I. VACUUM BRAKE EQUIPMENT IN TRAINS WORKED BY SOUTHERN REGION LOCOMOTIVES OR DESTINED FOR THE SOUTHERN REGION

Vehicles fitted with A.F.I. (Accelerator Freight DA Inshot) vacuum brake equipment must not be included in the fitted portion of a partly fitted vacuum brake train if the train is to be worked by a locomotive allocated to the Southern Region, or if the destination of the train is located within the Southern Region.

Vehicles fitted with A.F.I. equipment can be identified by either a metal plate with the letters "A.F.I." or these letters painted on the solebar on each side of the vehicle.

Southern Region locomotives are numbered in the series:-

Electric	Class 71	71001-71014
Diesel Electric	Class 33	33001-33212
Electro-Diesel	Class 73	73001-73142
Electro-Diesel	Class 74	74001-74010

MISCELLANEOUS NOTICES—continued**WAGONS FITTED WITH DISC BRAKES**

All wagons fitted with disc brakes, with the exception of those listed below, are permitted to be used in the fitted portion of not fully-fitted trains.

Wagons not permitted :—

- Hop AB (MGR)
- 17 – ton Fly-Ash
- 21 – ton Fly-Ash
- 24 – ton Hopper Coal

MS12/85/31

CLASS 40: DIESEL LOCOMOTIVES

These locomotives must each carry two wooden scotches and when the locomotives are left stabled Drivers must in addition to applying the handbrake place a wooden scotch on each side of one wheel.

Before the locomotive is moved the scotches must be removed and placed in the locomotive cab.

**DETACHING OF CRIPPLED 26/32 TON COAL HOPPER WAGONS
FROM PERMANENTLY COUPLED COAL TRAINS**

Unlabelled loaded wagons detached crippled from Permanently coupled Coal Trains must be labelled by the Guard of the train for the purpose of identification and working to destination later. All detached wagons must have labels showing the wagon number, destination, loading colliery and date despatched, and details of train detached from.

The Guards must also endorse the Train Weighbills carried on the train, showing against the individual wagon number where the cripple was detached.

DIVERSION OF COAL TRAINS FORMED OF 26–32 TON COAL HOPPER WAGONS FOR C.E.G.B.

In the event of a train being diverted from one Power Station to another the guard must amend the copies of the train weighbills carried on the train accordingly.

SAFETY OF THE LINE – REPORTING PROCEDURE

In all cases of displaced loads, the following procedure is to be carried out:—

1. All incidents on the running line to be reported to Divisional Control.
2. The Guard, when making his report, must advise the following information:—
 - (a) Type of train and whether fully fitted or partially fitted.
 - (b) Type of brake in use on the train.
 - (c) Vehicle concerned and number.
 - (d) Type of coupling in use and its position.
 - (e) Any other factor which in his opinion may have influenced the incident, e.g. heavy braking, rough riding of vehicle, excessive speed.

These details must also be included in the Guard's Journal. The report must be completed even in instances where the Guard makes an adjustment without detaching the vehicle and so avoiding the need for site attendance by a Loading Inspector.

MT12/4.1

45-TON GROSS LADEN WEIGHT TWO-AXLE AIR-BRAKED VANS (COV AB)

Brake sticks must not be used to apply brakes on these vehicles. The brake lever is long and the lever ratio is, therefore, high to enable adequate braking without the use of a stick.

MS.12/86/6/1

MISCELLANEOUS NOTICES – continued**FREIGHTLINER CONTAINER DEFECTS AND LOOSE SHEETS ON OPEN CONTAINERS**

In all cases where Freightliner trains are delayed on route through container defects or loose sheets on open containers, the container number or numbers must be given by the Guard to the Signaller for transmission to the Divisional/District Control concerned.

MO11/036/E

DIVERSION OF FREIGHTLINER AND MOTOR CAR TRAINS FROM BOOKED ROUTE

- (1) When Freightliner trains have to be re-routed in an emergency, the receiving Freightliner Terminal must be advised, should a complete reversal of the train have taken place en route.
In the case of Freightliner trains conveying 8' 6" high containers the authority of Regional Control must be obtained before diversion takes place.
- (2) When Motor Car trains have to be re-routed in an emergency, Control must ensure that the train arrives at the destination terminal, facing the correct way for unloading.

**REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE ON LOCOMOTIVE OPERATED TRAINS
CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON
THE TWO-PIPE SYSTEM**

Drivers should note that the above Regulations are amended insofar as the 'release' position (where provided) of the Drivers automatic air-brake valve should only be used in the following circumstances:—

1. Immediately following the completion of the 'continuity' or 'complete' brake tests.
2. If dragging brakes are suspected when running.
3. If it is essential to release the brakes more rapidly than is possible using the RUNNING position especially following a series of brake applications. (This should normally only be necessary when working trains of considerable length).
4. In releasing the brakes if the previous application had been made when an overcharge pressure existed in the brake pipe.

Drivers should also note the following points:—

- (a) If a brake application is initiated when an overcharge pressure exists in the brake pipe and the 'release' position is not correctly used afterwards, brake drag and consequent damage can result on the train vehicles.
- (b) When the brake valve handle is placed in the 'release' position it must be held for not less than 1 minute to allow for complete release of all brakes in the train.

AIR BRAKED LOCOMOTIVE-HAULED VEHICLES—MAIN RESERVOIR PIPE ISOLATING COCKS

The attention of Drivers, Guards and other Operating staff concerned with air braked trains is drawn to the fact that some air braked vehicles have had the main reservoir pipe isolating cock temporarily placed into the closed (isolated) position and the handle removed.

The brake on these vehicles then operates as a single pipe system, although the continuity of the main reservoir pipe throughout the train is not in any way affected.

If the brake on one of these vehicles requires to be isolated in service, only the distributor isolating cock requires to be placed in the "brake isolated" position and the release cord pulled in the normal way.

MISCELLANEOUS NOTICES – continued**TRACK CIRCUIT OPERATING CLIPS**

Track circuit operating clips, as described on page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments. The equipping of every locomotive and vehicle will necessarily take some time. During the interim period, train equipment should not be considered as incomplete if the track circuit operating clip (s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Section M and Section T, Part I.

PREPARATION OF FREIGHT TRAINS

A man rostered to fully prepare a freight train must :

1. Check that the vehicles are correctly marshalled, labelled, coupled and safe to travel, with all doors closed, sheets and chains etc. secured in accordance with the Rule Book, Section H, Clause 6.3.
2. Ensure that a tail lamp, and side lights when required, are provided in accordance with the Rule Book, Section H, Clause 7.4.
3. Ensure that the train load is suitable for the class of train concerned, within the capacity of the locomotive and the required brake force is available, in accordance with Section 6 of the Working Manual for Rail Staff.
4. Complete Train Preparation Forms (B.R.20896/- and B.R.20896/138) and a Train Preparer's Load Slip (B.R.29976) and hand them to the Train Guard or, in the latter's absence to the person in charge.

A guard who is handed Form B.R.29976 fully completed and signed, is not required to carry out preparation duties for the train concerned.

M.S.12/85/7

MATISA TYPE BNRI 85 – TAMPING/LINING MACHINE

The following Instructions must be strictly observed in connection with the operation and movement of the above-named machine:-

1. The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speed must be observed:-
 - (a) On plain line – 25 m.p.h.
 - (b) Over switches and crossings – 15 m.p.h.

SCARBOROUGH CENTRAL STATION

All Guards working passenger trains into Scarborough Central Station should assist with closing windows and doors in order to speed disposal of their trains and they must report to the Inspector on duty before leaving the platform. During the absence of a Shunter the Guard will be responsible for disposing of the train into the sidings.

THORNABY—J.D. WHITE'S PRIVATE SIDING

B.R. locomotives must not pass over the Weigh Bridge which has been installed in the above siding.

GENERAL APPENDIX

Page **V**

INDEX

Add :—

Staff working on outside of trains stopped on running lines 3

Page 2 **WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION**

Amend Clause (d) to :—

- (d) When it is necessary to make a wrong direction movement to or from a section of line which is blocked in consequence of train accident, accidental division, locomotive failure or other obstruction of the line (Rule Book, Section M), or when a train overruns a station platform (Rule Book, Section H), or when special authority is given for an Engineers train to be moved in the wrong direction (Rule Book, Section Q), or when trains are proceeding to or from a section of line in the Engineers possession (Rule Book, Section T), the provision of the appropriate Rule must be complied with.

Add new Clause (e) :—

- (e) As authorised in the instructions headed "Light locomotive going to assist disabled trains – Movements in wrong direction".

Existing Clause (e) to be re-lettered Clause (f).

Page 3 – Add :—

LIGHT LOCOMOTIVE GOING TO ASSIST DISABLED TRAIN – MOVEMENTS IN WRONG DIRECTION

When a train is stopped by accident, failure or other cause and it is essential that assistance be given from the front, but a locomotive is not available at that end, a light locomotive, if there is no other line over which it can work in the right direction, may be allowed to proceed in the wrong direction past the disabled train in order to reach the front of that train in accordance with the following instructions:—

1. The Signaller must consult with and obtain the authority of the Area Manager, or his nominated Assistant, or where employed, the Supervisor on duty in the signal box.
2. The Driver must observe the provisions of the Rule Book, Section M, Clause 6.1 – 6.6. He must also not exceed a speed of 20mph when travelling in the wrong direction.
3. The Signaller must observe the provisions of the Rule Book, Section M, Clause 8.4.
- 4.1 **On Absolute Block Lines**
The Signaller must carry out the provisions of Absolute Block Regulation 32 for the line over which the light locomotive will proceed.

4.2 **On track Circuit Block Lines**

Before authorising the wrong direction movement to commence, the following procedure must be carried out:—

- 4.2.1 Where the points at which the light locomotive is returned to the right line are facing to the wrong direction movement and operated from the signalbox, the signaller must set the points for the movement to proceed to the right line and clear the fixed signal, where provided. Where a fixed signal is not provided or the points are operated from a ground or shunting frame, the signaller must ensure that a competent person has been stationed at the points to hand signal to the Driver of the light locomotive. Where the points are operated from a ground frame or shunting frame, the signaller must also obtain an assurance from the competent person that the points have been set for the wrong direction movement to proceed to the right line.
- 4.2.2 Where the points at which the light locomotive is returned to the right line are trailing to the wrong direction movement, and it is not therefore possible for the points to be pre-set, the signaller must ensure that a competent person has been stationed at the points to hand signal to the Driver of the light locomotive. The signaller must protect the wrong direction movement of the light locomotive by placing or maintaining at Danger the signal protecting the crossover points. If, however, the light locomotive movement will occupy the overlap track circuit of that signal he must arrange for the next signal in rear which can be placed to danger to be maintained in that position. Where the points are operated from a ground or shunting frame, the signaller must arrange with the competent person for the ground frame/shunting frame release to be taken and maintained in the "released" position until the light locomotive has arrived and been returned to the right line.

GENERAL APPENDIX – continued

Page 3 – Add – continued

4.2 On track Circuit Block Lines – continued

4.2.3 Where the wrong direction movement of the light locomotive involves two signalmen, a clear understanding must be reached between them before it is allowed to commence.

5. Appropriate entries must be made in the Train Register.

Add:–

STAFF WORKING ON OUTSIDE OF TRAINS STOPPED ON RUNNING LINES DUE TO FAILURE OR OTHER EXCEPTIONAL CAUSES

Should it be necessary for staff to work on the outside of a train in a position where they would be exposed to danger from trains passing on adjoining line(s), and a Lookoutman is not available, the staff concerned should advise the Signaller of the circumstances and request him to stop and caution trains on adjoining lines.

On receipt of such advice, the Signaller must ascertain the precise location of the train and the line(s) on which trains require to be cautioned. He must then stop each train proceeding on the adjoining lines, advise the Driver of the circumstances and the location of the train and instruct him to proceed cautiously past it. If a train(s) is approaching which it is not possible for the Signaller to caution, he must so advise the person making the request and the latter must not allow the work to commence until such trains have passed.

If the Signaller receiving the request does not control the protecting signal for any of the adjoining lines involved, he must immediately consult the other Signaller and obtain his assurance that he will caution trains on the line(s) concerned. He must also ascertain from the other Signaller whether any train is approaching which cannot be cautioned and, if so, the person making the request must be so informed.

When work on the train has been completed, the staff concerned must advise the Signaller and normal working must then be resumed. Where necessary, the Signaller must advise the other Signaller concerned.

The Signaller must make appropriate entries in the Train Register.

PROTECTION OF OBSTRUCTIONS – TRACK CIRCUIT OPERATING CLIPS

Delete complete instruction under this heading and **substitute:–**

Track circuit operating clips consist of two metal spring clips connected by a wire bond which, if correctly applied to the running rails, will operate track circuits, thus affording an immediate and additional means of protecting an obstruction in emergency on a track circuited portion of line.

Except as shown below, the clips must be used whenever it is necessary to carry out emergency protection in accordance with the Rule Book, Section M and Section T, Clause 2.1.1, and by station or other staff should an emergency occur necessitating the stopping of approaching trains.

THIS EQUIPMENT IS NOT TO BE REGARDED AS TAKING THE PLACE OF, OR REDUCING THE URGENCY OF, ANY OTHER PROTECTIVE MEASURES REQUIRED BY THE RULES.

There are two types of track circuit operating clips:–

- (a) "Stamp on" clips, which **MUST NOT BE USED ON ELECTRIFIED LINES EQUIPPED WITH CONDUCTOR RAILS.**
- (b) Clips with handles, which may be used on all British Railways lines. Clips must **NOT** be used on any London Transport line.

When being placed in position:–

- (i) The "stamp on" clips must be stamped down firmly, one over the top of each running rail.
- (ii) The clips with handles must be applied firmly by hand, one clip to each running rail. On electrified lines equipped with conductor rails, **the clips must always be applied first to the running rail furthest from the conductor rail (furthest from the positive rail in the case of "fourth rail" track).**

When a track circuit operating clip has been used, it must not be removed from the line until the conditions are such that normal working can be resumed or protection has been afforded by alternative means.

The Signaller must be advised when each track circuit operating clip is removed from the line.

Two sets of equipment will be carried on every locomotive, or each Engineers' on-track machine, in brake vans and Guards' compartments, also one set in each driving cab on multiple-unit trains. Sets will be provided at each station or siding situated on lines where Track Circuit Block is in operation and will also be provided for permanent way staff responsible for continuously track circuited sections of line.

GENERAL APPENDIX – continued**Pages 4 – 13 REGULATIONS FOR WORKING AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS**

Page 6 – Regulation 3.5. – Amplify to:–

3.5. The following Regulations must be applied to Class 1, 2, 3 and 5 Trains, Class 4 parcels and Freightliners and Class 6 parcels and milk trains:–

Page 6 – Amend clause 3.5.1 (c) to:

(c) Total number of vehicles and whether Mark III A coaches are being conveyed.

Page 7 – Regulation 3.6. – Delete and substitute:–

3.6. (Instruction cancelled).

Page 8 (Page 2 Supplement No.1). Regulation 4 – Brake Continuity Test

Delete Clause 4.3.2 and substitute:–

4.3.2 When the Guard gives the train particulars to the Driver, the latter should inform the Guard he is ready to carry out the brake continuity test.

Page 8 – Delete NOTE following clause 4.3.3 (b) and substitute

NOTE: Except in the case of Mark III A vehicles, if a passenger carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock, and the exhaust of air must be noted as above.

In the case of Mark III A vehicles the test must **only** be carried out by opening the brake pipe cock. Use of the passenger communication apparatus or the lever at the end of the coach marked 'Air Brake Test Cock' for carrying out the Brake Continuity Test, is prohibited, except in the case of vehicles on which the recess behind the Air Brake Test Cock handle is painted yellow. On such vehicles the Air Brake Test Cock handle must be used for the Continuity test.

Page 9 Operation of Passenger Communication Apparatus

Clause 8.1 – Add at end of clause :

"and, in the case of Mark III A vehicles, by an audible warning from the vehicle concerned."

Clause 8.2 – Add as second sentence :

When Mark III A coaches are being conveyed, the train must be secured by moving the automatic brake valve to FULL SERVICE, in order to provide sufficient air to operate the audible detector.

Clause 8.6 – Add at end of clause :

"except in the case of Mark III A vehicles. In the case of Mark III A vehicles, the handle that has been used to give the alarm must be reset with the standard carriage key.

Page 11 – Regulation 11.4.1. – Amplify heading to:–

Class 1, 2, 3 and 5 trains, Class 4 parcels and Freightliners and Class 6 parcels and milk trains:–
– Regulation 11.4.2

Amplify heading to:–

Freight trains (other than Freightliner trains):–

Delete last line i.e. "(For Freightliner trains, see the Working Instructions applicable to these trains)".

Page 12 (Page 3 Supplement No.1) REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS.

Add new Clause 12.7 :–

12.7 Some outer Freightliner Wagons have pressure gauges marked with a scale 0–10. When the brake is fully released, the reading of this type of gauge corresponding to 70 p.s.i. should be between 4.8 and 5.0.

GENERAL APPENDIX – continued**Pages 23 – 25 INSTRUCTIONS RELATING TO THE TESTING OF AUTOMATIC VACUUM BRAKES ON FREIGHT VEHICLES.****Page 24 Test with Partially Fitted Train**

Delete Clause 12 (as shown in Supplement No. 1) and **Substitute** the following:—

12. In the case of partially fitted trains, the Guard must instruct the Driver of the train locomotive or leading locomotive if train is double headed to apply the vacuum brake. The Guard must then satisfy himself that the brakes are applied on the rear vehicle of the fitted portion, signal to the Driver to create vacuum and observe that the brakes are correctly released. In these circumstances it will not be necessary for the Guard to ease off the rear hose pipe from the dummy coupling of the last vehicle of the fitted portion.

The Guard need not, however, carry out this test if he has a definite assurance from a member of the Carriage and Wagon Dept. staff that the brakes have been applied and released on the rear vehicle of the fitted portion by the train locomotive, or leading locomotive if train is double headed.

Page 25

Delete paragraph 14 and substitute :

14. In the case of mineral wagons or other wagons fitted with two A.V.B. cylinders and manual changeover gear, the changeover lever must be placed in the "LOADED" position when a test is made and if the wagon is loaded to the 'L' category of loading or empty, the lever should be reset in the "EMPTY" position before departure of the train.

Page 26**TABLE SHOWING AUTHORISED PROCEDURES FOR ASSISTING TRAINS ON WHICH THE LOCOMOTIVE HAS FAILED**

Add after Note 3 beneath the Table:—

4. Class 87 locomotives cannot be used for assisting vacuum braked trains from the rear unless the failed locomotive can create and maintain vacuum.

Pages 52–56 WORKING OF DIESEL MULTIPLE-UNIT TRAINS WITH MECHANICAL AND HYDRAULIC TRANSMISSIONS**Page 54 – Instruction 6 Buzzer Code Add:—**

*9 beats – Driver to stop at first available telephone to request Police assistance.

*This code to be used by the Guard should he experience difficulty with unruly passengers on the train. On receipt, the Driver should stop the train at the first available telephone to request Police assistance at a convenient stopping point ahead.

Pages 56 – 61 Working Instructions for Freightliner Trains and for Freightliner Wagons attached to other services.

Delete:— complete instruction.

Page 62 – COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS – WORKING INSTRUCTIONS (Merry-Go-Round Trains)

Item 1 – Amplify third paragraph to read:—

These trains must be worked as fully fitted trains and carry a Class 6 headcode. The authorised loads will be specially advised and must not be calculated by reference to the standard information panels affixed to the wagons.

Page 62 (page 7, Supplement No. 1)

Delete Clause 4 and **substitute:—**

When after discharge, it is impossible to close completely the bottom doors on empty wagons, these type of wagons may be moved on merry-go-round or wagon load services to a point at which repair can be affected, provided a green "for repairs" label is affixed to them. The provisions of the Rule Book, Section H, Clause 6.3.1 (a) and Section J, Clause 3.12 are modified accordingly.

GENERAL APPENDIX – continued**Pages 62 – 71 – INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEERS SELF PROPELLED "ON-TRACK" MACHINES**

Instruction 4 (b) – **Delete** last sentence of first paragraph.

Page 63 – Instruction 9 – Delete second sentence and **substitute** the following:–

When left unattended the machine should not be left in gear but must be secured by the handbrake; wheel chocks must also be used under all conditions.

Section "B"

Page 64 – Instruction 16 –

Machine Type	In train Formation	Running Under Own Power	
		Plain Line	Over Switches and Crossings
	m.p.h	m.p.h.	m.p.h
Add :-			
Ballast Cleaning Machines			
Matisa C311	45	35	20
Plasser RM62 (3))	60	50	50
RM62 (4))			

Page 66 – Instruction 28 – Amend heading to:-

Matisa type C.311

Plasser types RM62, RM62A, RM62 (3) and RM62 (4)

Section "C"

Page 67 – Instruction 29 – clause (a) –

Machine Type	Plain Line	Over Switches and Crossings
	m.p.h.	m.p.h.
Lining Machines		
Add :-		
AL 204	25	15
Add :-		
Lining/Recording Machines		
24.21 (Robel))	25	15
24.24 (Robel)) (when recording)	15	15
Ballast Regulating Machines		
Delete :-		
USP 5000C	–	–

GENERAL APPENDIX – continued**Pages 62 – 71 (pages 7, 8 and 9 Supplement No.1) – continued**

Machine Type	Running Under Own Power –				In Train Formation
	Maximum Permissible Speed of Route –				
	70 m.p.h. and above		Below 70 m.p.h.		
	Plain Line	Over Switches & Crossings	Plain Line	Over Switches & Crossings	
	m.p.h.	m.p.h.	m.p.h.	m.p.h.	
(page 7 Supplement No.1)					
Tamping/Lining Machines					
Add :–					
07 – 16 Special	50*	50*	30*	30*	30*
* with match wagon either leading or trailing					
Add :–					
Ballast Regulating Machines					
USP 5000 C	45	45	30	30	30

Page 68 (Page 8 Supplement No. 1) – Instruction 29 – clause (b) –

Sub-paragraph (ii) –

Tamping/Lining machine – **Add :–** 07 – 16 Special**Page 68 – Instruction 29 – clause (b) sub-paragraph (iii)**

Machine type	Type of machine which can be hauled/propelled
Add:– Lining/Recording Machines 24.21 (Robel)) 24.24 (Robel))	None

Pages 69 and 70 – Special Instructions relating to particular machines – Ballast Regulating Machines – Section 'C' .**Add on page 70 –****Plasser type USP 5000 C**

39A Ballast Regulating Machines type USP 5000 C will operate track circuits and the provisions of Instructions 11 of Section "A" will not apply, but if detained at a stop signal the provisions of the Rule Book. Section K. must be observed in the normal way.

Add :–**Lining/Recording Machines****Robel Type 24.21 and 24.24**

41.B.1 The outside consolidators must be in the stowed position when the machine is travelling to and from site of work and when recording.

41.B.2 When the machine is to be used in a section solely for recording purposes, it will not be necessary for the Engineer to take Absolute Possession of the line concerned.

GENERAL APPENDIX – continued**Pages 69 and 70 – continued****Section 'C' – continued****Robel Type 24:24**

- 41.C.1 The machine must not be conveyed in train formation, and in the event of failure whilst on the running line it must only be hauled by a locomotive or Engineers' machine equipped with buffers and drawgear. Brake pipes must not be coupled.

(page 9 Supplement No. 1) – **Instruction 41A** – amend heading to :–

Tamping/Lining Machine Types 07 – 16 07 – 16 Special and 07 – 275 (S & C)

Page 72 – Add –**FISONS VACUUM BRAKED PUSH/PULL WEEDKILLING TRAIN**

1. This train must be signalled as a Class 6 (b) freight train.
2. **Composition and working of train**
 - 2.1 Locomotive, tank wagons, mess coach, workshop coach, stores van, driving trailer .The workshop coach is provided with a Guard's compartment in which scotches are provided. Screw couplings are fitted on all vehicles.
 - 2.2 The driving trailer at the opposite end to the locomotive is equipped with the necessary controls for the driver to take charge of the train. Locomotives carrying "Blue Star" coupling symbols and equipped with the automatic vacuum, EQ, or dual brake must be used to operate this train – with the exception of Class 73/0 and 73/1.
 - 2.3 The driving trailer is equipped with fire bells, which give an indication of fire in the locomotive engine room.
 - 2.4 Additional vehicles must not be attached outside the driving trailer.
3. **Coupling and Uncoupling of Locomotive**
 - 3.1 Before coupling/uncoupling the locomotive to/from the train, the Guard or Shunter must first obtain the authority of the Driver, and ascertain that the controls are in the correct position and the parking brake has been applied.
 - 3.2 The Guard or Shunter must ensure that the Guard's handbrake has been applied.

Coupling
The Guard or Shunter must :–

 - 3.3 Remove the vacuum brake hose from the dummy coupling of the locomotive.
 - 3.4 Couple the screw coupling of the locomotive to the train.
 - 3.5 Connect main reservoir hoses on one side and open cocks.
 - 3.6 Connect both control jumper cables, ensure safety catches are secured, and chains are connected (where fitted).
 - 3.7 Connect the regulating air hoses on one side only and open cocks.
 - 3.8 Connect vacuum hoses.

Uncoupling

 - 3.9 After carrying out 3.1 and 3.2, the Guard or Shunter must uncouple the hoses etc. referred to in clause 3.8 to 3.3, in that order.
4. **Speed of Train**
 - 4.1 When the locomotive is leading, the maximum speed will be that of the vehicles forming the train.
 - 4.2 When the locomotive is trailing, i.e. being driven from the driving trailer, the maximum speed is limited to 45 m.p.h.

GENERAL APPENDIX—continued**Page 72 – Add – continued****5. Rules and Regulations**

5.1 The Rules and Regulations are modified as under : –

5.2 Rule Book, Section H, Clause 3.22

A Driver is forbidden to leave charge of his train without : –

- (a) Stopping the engine in the locomotive
- (b) Removing the master key and making a full emergency brake application
- (c) Applying the parking brakes or placing scotches

6. Vacuum Brake Regulations

- 6.1 A brake continuity test must be carried out in accordance with Regulation 3 (b) of the General Regulations for Working the Standard Automatic Vacuum Brake with the Driver on the locomotive and the Guard at the opposite end of the train, by easing the rear hosepipe off the dummy coupling. The required vacuum in the driving trailer cab is between 19 and 21 inches.
- 6.2 Following the brake continuity test, the Guard may, after returning to his compartment, authorise the Driver to proceed if less than 19 inches of vacuum is shown on the Guards brake gauge but he must observe that this rises to at least 19 inches after starting.

7. Assisting A Disabled Train

This may only be done when the locomotive is leading.

8. Tail Lamps

- 8.1 A tail lamp must be attached on the rear of the train on either the locomotive or driving trailer, according to the direction of travel.
- 8.2 The fixed electric lamps of the locomotive or driving trailer must not be used as a tail light.
- 8.3 (Applicable to the Southern Region only) When Class 33 locomotives are being used, and the train is being driven from the driving trailer, the red blind may be used as a tail lamp.

Page 74 – REGULATIONS FOR THE PROTECTION OF CARRIAGE CLEANERS, LAMP MEN AND OTHERS WORKING ON COACHING STOCK

Delete Clause 11 and substitute :—

- 11. Shunters and others must keep a good look out when shunting on lines and sidings adjacent to those occupied by vehicles on which staff are at work, and must, before commencing such shunting, warn the staff engaged on the vehicles what they are about to do.

Page 83**EQUIPMENT FOR GUARDS AND BRAKE VANS****1. Passenger Vans**

Delete Clause 1 completely and substitute :—

1. Passenger Vans

First Aid Cabinet – A list of contents is posted on the lid.

B.R. standard locomotive-hauled stock and multiple unit trains.

Tool Box (Containing one each of the following):—

Crowbar (long)	Panel Cutting Tool
Crowbar (short)	Wedges (Steel)
Extension tube	Rope, stout and flexible
Sledge Hammer	Saw (large)
Axe (Fireman's Short Handled)	Dual purpose saw
Axe (for use with Steel Coaches) long handled	Screw Driver

Extraneous items

Ladder (specially designed)
Track Circuit Operating clips (two sets)
Scotches (air braked locomotive-hauled stock only) 6

Additional Equipment in D.C. Electric Multiple Units (where required only)

Short Circuiting Bar
Hook Switch Poles

GENERAL APPENDIX – continued**Pages 84 and 85** (Pages 10, 11, 12 of Supplement No.1)**Fire Fighting Equipment on Passenger Rolling Stock.**

References under "Type of Extinguisher" to be amended :-

- for 2½lbs CO2 gas read 1.1kg CO2 gas (2½lbs CO2 gas)
- for 3lbs BCF read 1.5kg BCF (3lbs BCF)
- for 12lbs BCF read 5.4kg BCF (12lbs BCF)

Pages 85 & 86 – STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Delete 4th paragraph.

Amend 7th paragraph (as shown on page 13 of Supplement No.1) to read :-

Indicator boxes are not provided on the under-mentioned classes of locomotives which will display the headcode shown below regardless of the classification of the train :-

Class 55 – 2 white lights horizontally placed.

" 87 – 2 white lights horizontally placed with headlight between.

Table on page 86 – Amend existing item in "Description of Train" column in respect of Class 1 trains to read:-

Express passenger train, postal train, newspaper train or breakdown van train going to clear the line or returning therefrom; light locomotive going to assist disabled train or snow plough going to clear the line.

Officers' Special train not requiring to stop in section.

Add new items to the Notes under the Table on page 86:-

4. The term "breakdown van train" includes a wiring train going to restore overhead line equipment.

Add after Note 3 under the Table on Page 86:-

5. Shunting locomotives of Classes 03, 08, 09 and 13 are unable to display the correct headcode when working a Class 8 train and in such circumstances must display a Class 9 train headcode.

Page 86 – STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Amend : item in "Description of Train" column in respect of Class 4 trains to : Freightliner train.

Parcels train. Company or express freight train composed of vehicles permitted to run at 70 m.p.h. or over.

Page 87

Delete item headed "Maximum Permitted Speeds of Locomotives Running Light, or with One Two Vehicles Only" (as shown in Supplement No. 1) and substitute the following:-

MAXIMUM SPEED OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY

Unless otherwise specially authorised, locomotives running light, or with trains composed of one or two coaching stock vehicles, or one or two fitted freight vehicles only, are limited to the maximum speeds shown below:-

Speeds (miles per hour) as shown in Table A of Sectional Appendices.	Maximum permitted speed (m.p.h.) when running Light or with one or two coaching stock or fitted freight vehicles only.
Up to 55	No reduction in speed required
60 – 70	55
75 – 90	65
95 – 100	75

Where lower speed limits are laid down in the weekly Notices of Engineering Works or for particular types of locomotives or vehicles, such speed restrictions must in all cases be complied with. Guards must remind Drivers working trains composed as shown above of the speed limits which will apply on the route over which the journey is to be made.

When for any reason a locomotive requiring to run light is incapable of attaining the appropriate maximum speed shown in the right hand column above, the Person in charge of the Depot where the light journey is to originate must advise the Control Office for that locality, who will suitably advise Signalmen and Control Offices concerned.

GENERAL APPENDIX – continued

Pages 88 and 89 – COUPLING AND UNCOUPLING OF VEHICLES

Page 88 – Clause 2.5 Amend to read:–

2.5 When a vehicle fitted with a B.R. screw coupling is to be coupled to a vehicle with Instanter or 3-link coupling, the screw coupling must be used. This instruction does not apply to Class 9 trains on which any coupling may be used.

When a vehicle fitted with a Continental screw coupling (i.e. link and pin type) is to be coupled to any vehicle, the Continental screw coupling must be used.

Page 89 – Clause 3.3 Amend second paragraph to read:–

When an Instanter coupling is opposed to a 3-link coupling, the Instanter coupling must be used. In a Class 6, 7 or 8 freight train the Instanter coupling must be in the short position.

Page 89 (Pages 14 – 18 Supplement No.1) – BATTERY ELECTRIC TAIL LAMPS

Item 2 (C) Lamp Failure

Add new sentence at end of final paragraph :–

“A replacement for a faulty lamp must be requisitioned ONLY by the Depot/Area Manager to whom the faulty lamp is allocated.”

Item 2 (G) – use of lamps on selected passenger services

Delete:– second paragraph

Page 90 (pages 19-30, Supplement No. 1) – PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE-HAULED TRAINS FOR HEATING, AIR CONDITIONING, ETC.

Clause 13 – Precautions in Case of Fire.

Add as new fourth sentence :– If smoke is being drawn into the coach, the air conditioning system should also be switched off.

Clause 24 – Table on page 29 of Supplement No. 1 – Amend Index Number of Class 45/1 locomotives to read “66”.

Page 90

Delete instruction headed “Steam Heating of Passenger Trains – Periods during which Steam Heating must be Applied or Discontinued (as amended by Supplement No. 1) and substitute the following :–

**HEATING OF PASSENGER TRAINS – PERIODS DURING WHICH
HEATING MUST BE APPLIED OR DISCONTINUED**

Except where otherwise authorised Steam Heating Pipes and electrical jumper cables must remain on coaching stock vehicles and be coupled for use throughout the year.

Heating to be made available as follows :–

- (a) On trains conveying Post Office vehicles and Sleeping Cars throughout the year.
- (b) **Express Passenger Trains –**
 - (i) 1st October to 30th April – except that at local discretion heating should not be provided if weather conditions render it unnecessary.
 - (ii) From 1st May to 30th September, heating should not be provided except if, at local discretion, weather conditions make it essential.
- (c) **Other Trains –**

1st October to 30th April, except that at local discretion heating should not be provided if weather conditions render it unnecessary.

Pre-heating and super-heating both in respect of the necessity for these operations and their duration is to be at Regional discretion as dictated by weather conditions.

With trains on which the heating is part of the air-conditioning system, or on which the heating is automatically controlled, the system should function normally at all times.

GENERAL APPENDIX – continued

Add :-

MARK 111A COACHES**Power Operated Sliding Saloon Doors**

The sliding doors between the vestibules and saloon are power operated using air taken from the main reservoir pipes. Opening of the doors is activated by pressure on the mat on either side of the door. The door remains open whilst there is pressure on the mat but will close automatically after a prescribed time when pressure is released.

In the event of a failure of the air or the electric control supplies to the door, it is possible to open and close the door manually.

Air Suspension Bogies

The secondary suspension on each bogie is in the form of two air springs. The air supply is taken from the main reservoir pipe.

In the event of one air spring collapsing on a bogie, the pressure in the opposite air spring is automatically reduced so that the bolster settles on the rubber bump stops and the two red arrows fixed by the air spring casing will come into line with one another.

When this occurs there will be a noticeable deterioration in the quality of the vertical riding, and the vehicle must be withdrawn for examination and repair at the end of the day's journeys. If a serious leak occurs, the air feed to each bogie concerned should be isolated by the operation of the isolating cocks behind the skirt panels lettered "J" and "L". Access to these isolating cocks is gained through the skirt panel lettered "K".

Page 102 LOCKING OF CORRIDOR AND GANGWAY DOORS

Add as new sentence to clause 3 (a) :

Where the security cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.

Pages 109 and 110**HAULING OF "DEAD" LOCOMOTIVES AND MULTIPLE-UNIT STOCK OWNED BY BRITISH RAILWAYS (EXCLUDING SMALL DEPARTMENTAL "SERVICE" LOCOMOTIVES)**

Section 1 (g) (ii) Reference (three in number) to "20 tons" to be amended to read "20.5 tonnes.

Section 2 (b) (i) Reference to "20-ton freight brake van" to be amended to read "20.5 tonne freight brake van".

PART II MULTIPLE-UNIT STOCK**PROCEDURE – Delete Clause 1(e) and substitute:–**

"Dead" multiple-unit stock must not be conveyed on freight trains unless specifically authorised by the Regional Chief Mechanical & Electrical Engineer. This does not apply to condemned multiple-unit stock, which may be so conveyed without the specific authorisation of the Regional Chief Mechanical & Electrical Engineer. Condemned multiple-unit stock must always be marshalled next to the brakevan, and Clause 1.1 and 1.2 of the instructions "Conveyance of Coaching Stock by Freight Trains" on Page 111 are modified accordingly.

Page 121

Delete item headed "LINESIDE FIRES" and substitute:–

PREVENTION AND EXTINCTION OF LINESIDE FIRES

Under the Railway Fires Acts, 1905 and 1923, the British Railways Board is liable for damage to forests, plantations, woods, orchards, market and nursery gardens, agricultural land and fences or crops thereon resulting from sparks from locomotives, and it is essential for all persons employed on the Railway to exercise the greatest vigilance at all times to prevent fires, and, where they occur, to extinguish them.

Signs will be erected alongside the line marking entry to and exit from zones of specially high fire risk. The sign indicating entry to such a zone will be in the form of a black conifer on a yellow background and that denoting the exit will be a vertical black band on a yellow background. Both signs will be circular, approximately two feet in diameter.

GENERAL APPENDIX – continued**Page 121 – substitute – continued**

Track Chargemen must observe the following instructions:–

Grass and undergrowth on British Railways land which if set on fire might endanger operational equipment must be cut down, burnt (if this can be done safely) and/or cleared away; likewise where there is a vermin problem or to meet legitimate complaints by local landowners.

Where forests, plantations, woods and orchards adjoin the line side, they must be inspected periodically and where undergrowth therein is a source of danger of fire, the Owner must be requested to clear it away. Should the Owner decline to remove the undergrowth, or the Owner or his Agent cannot be communicated with easily, full particulars must be reported to the Divisional Engineer. B.R. staff may remove such undergrowth without the Owner's consent, but will be liable for any damage caused by taking advantage of the right and this power must not be exercised without the authority of the Divisional Engineer.

SNOW CLEARANCE ARRANGEMENTS**Page 123 – Electrified Lines**

Add new clause 10(c)

- (c) Before commencing ploughing with an independent snow-plough on lines electrified by overhead line equipment, the Electric Traction Engineer/Divisional Maintenance Engineer must be consulted and his agreement obtained. The overhead line equipment must be isolated in accordance with the appropriate electrified line instructions.

Page 125

Add the following after item headed "WHISTLE BOARDS"

LINE SIDE SIGNS INDICATING CATCH, SPRING OR UNWORKED TRAINING POINTS.

New catch, spring or unworked trailing points will be identified by a double-sided sign showing the letter "S" in black on a white triangular background.

(NOTE – the sign is also being provided for existing catch, spring or unworked trailing points not at present identified by a line side sign).

Page 128 POST OFFICE LETTER MAILS ; CONVEYANCE, HANDLING, Etc.

Add as new sentence in fourth paragraph.

Where the security cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.

RULE BOOK**Section B. Clause 5.3.11. – Amplify to:–**

Employees must not ride on any steps of a locomotive or vehicle, except that persons engaged in shunting operations may ride on the platform specially provided on shunting locomotives.

When on the ground alongside vehicles, or when riding on the platform specially provided on shunting locomotives, at converging points in sidings, employees must take special care that there is sufficient clearance for their personal safety.

Section H, Clause 3.8.2.

Amend end of first sentence to read:–

.....at least one mile (at least 1¼ miles where permissible speed is 100m.p.h. or above) from the obstruction.

RULE BOOK – continued**Section H, Clause 5.1.****Delete** complete clause and **substitute :-****5.1 Equipment – additional**

The Guard must have in his possession a carriage key, gangway door key, padlock and key and, where required, electric light key.

Section J, Clause 3.14 – Amplify to:-**3.14 Safety of Staff at Converging Points**

Employees must not ride on any step of a locomotive or vehicle, except that shunters may ride on the platform specially provided on shunting locomotives.

When on the ground alongside vehicles, or when riding on the platform specially provided on shunting locomotives, at converging points in sidings, shunters must take special care that there is sufficient clearance for their personal safety.

Section O, Clause 1.1 :-**Amend** the Note to:-

Note : On continuously track circuited sections of line, the Patrolman must also carry a track circuit operating clip.

Section T, Clause 6.2.1 (page T.9 re-issued October, 1975)Item (c) – **Amend** fourth line to read:-

.....stationed one mile (1¼ miles where permissible speed is 100m.p.h. or above) in rear of the work and a Handsignalman.....

**REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS.**

**REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES
BY THE ABSOLUTE BLOCK SYSTEM**

Page 4 – Bell Signals**Amend** entry in "Description" column in respect of "3-1-1" code to:-

Parcels train, Company or express freight, train composed of vehicles permitted to run at 70 m.p.h. or over.

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM

Page 40 – Regulation 32 – WORKING IN WRONG DIRECTION (2-3-3)**Amend** preamble to:-

(This Regulation will only apply where authorised by the Regional Chief Operating Manager, also as provided for in the General Appendix instruction "Light locomotive going to assist disabled train – Movements in wrong direction", and then only when Regulation 25 is not in operation between the boxes concerned on the line over which the wrong direction movement is required to travel).

**REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES
BY THE TRACK CIRCUIT BLOCK SYSTEM**

Page 60 – Bell Signals**Amend** entry in "Description" column in respect of the "3-1-1" code to:

Parcels train, Company or express freight train composed of vehicles permitted to run at 70 m.p.h. or over.

**REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES
BY THE ELECTRIC TOKEN BLOCK SYSTEM**

Page 79 – Bell Signals**Amend** entry in "Description" column in respect of the "3-1-1" code to:

Parcels train, Company or express freight train composed of vehicles permitted to run at 70 m.p.h. or over.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – continued

REGULATIONS FOR TRAIN SIGNALLING WITH TRAIN STAFF OR TRAIN STAFF AND TICKET WORKING

Page 112 – Bell Signals

Amend entry in "Description" column in respect of the "3-1-1" code to :

Parcels train, Company or express freight train composed of vehicles permitted to run at 70 m.p.h. or over.

Page 149 – Add:–

TESTING INDICATORS, ALARMS, ETC.

Where means exist to enable them to be tested, Signalmen must test indicators and alarms and, where provided, emergency bells between 10 00 and 11 00 hours daily.

HAND BOOK OF INSTRUCTIONS RELATING TO CARRIAGE CLEANING AND SERVICING—BR.29620.

Pages 15/16

Amend sub heading:–

Where a locomotive is not attached to the vehicles, or where a multiple unit is stabled out of service.

Amend 2nd sub heading:–

Where a locomotive is attached to the vehicles, or where the driving cab of a multiple unit is manned.

MANCHESTER—SHEFFIELD—WATH ELECTRIFIED LINES BOOKLET

Pages 25/26

Instruction 25

Add:–

When loading or unloading of open wagons is to be carried out on wired lines, the Electric Traction Engineer must always be consulted before the work is allowed to commence except that Chief Civil Engineer's maintenance staff may, under responsible supervision, load or unload wagons by hand methods under live equipment without reference to the Electric Traction Engineer, provided:–

- (a) Those engaged on the work do not climb or stand on any material within the wagon, but at all times stand on the wagon floor.
- (b) No part of a tool used by a workman projects higher than the top of his head.
- (c) The flooring of the wagon is not more than 4 feet 6 inches above rail level.
- (d) No attempt is made to get into the wagon until there is clear standing space on the floor of the wagon and access is not gained by climbing over the wagon side.
- (e) When visibility of the overhead equipment is obscured, such as during hours of darkness or in tunnels, suitable precautions, such as illumination, are taken to ensure safety of the working party.

Page 31

Instruction No.37

Amend eighth paragraph to read:–

For full details of the Sectioning arrangements, reference must be made to the appropriate section diagrams and isolation instructions which are exhibited at signal boxes, etc.

MANCHESTER – SHEFFIELD – WATH ELECTRIFIED LINES BOOKLET – continued

Page 47

Instruction 60

Add:—

It is permissible to use two locomotives in multiple to assist an unfitted or partly fitted train hauled by a single locomotive on the down gradient from Barnsley Junction to Wath, with all six pantographs raised. Speed must not exceed 20 m.p.h. The control of the train by regenerative braking should be in the normal manner.

All possible air and vacuum connections must be coupled between the multiple locomotives and the train locomotive, with the train locomotive exhaustor isolated.

Electrical jumpers between the multiple locomotives and the train locomotive (if fitted) must not be coupled.

WORKING MANUAL FOR RAIL STAFF B.R. 30054

BLUE PAGES

Instruction A3/4 – Short Screw Couplings

Delete words "may also" in fourth line and substitute the word "must". (MO11/036/G)

Instruction A3/11

Add as final sentence "These details should be advised to Control immediately".

GREEN PAGES

A.1/3 – Reference Table A.1 – Specially constructed wagons

Amend, Transformer MC

Maximum Loading Width to read 9 ft. 0 ins. not 8 ft. 5 ins.

B. LONG LOADS

4. WAGONS WHICH CAN BE FITTED WITH SWIVEL BOLSTERS

TABLE B2

Add:—

Type	Wagon Numbers	Length over Buffers		Buffer Projection		Length over Headstocks		Coupling	Tare tons	Original Diagram
		ft.	in.	ft.	in.	ft.	in.			
Glasswag	(902012									
	(902017									
	(902019									
	(902023	29	0	1	6	26	0	Instanter	8	BR2/171
	(902025									
	(902029									
	(902033									
	(902040									

MT.5/1.15

D. EXCEPTIONAL LOADS

1. ACCEPTANCE AND CONVEYANCE

Delete Clauses D.1/7 and D.1/8 and substitute:—

D.1/7 All such loads must be signalled with the special bell signals 2-6-1, 2-6-2, 2-6-3 or 2-1-6 to ensure observance of any conditions of travel laid down by the Chief Civil Engineer, except that:—

- (i) Freightliner Services designated Z in the working timetable and conveying out-of-gauge loads, including 8 ft. 6 in. high ISO type containers (see H9);
- (ii) Trains conveying radio active flask traffic (see D.1 (iii)), and
- (iii) Trains conveying loads which do not exceed the laid down axle loadings of the wagons but exceed the permitted axle loading for some portion of the route to be traversed (see D.1 (iv)) :
are permitted to run under the normal bell signals applicable.

WORKING MANUAL FOR RAIL STAFF B.R. 30054 – continued

D.EXCEPTIONAL LOADS – continued

1. ACCEPTANCE AND CONVEYANCE – continued

D.1/8 The special bell signals which apply to trains conveying wagons bearing the “Exceptional Loads” label (BR.21349) are as follows :-

Description of Train**Bell Signal**

- | | |
|--|-------|
| i) Train which can pass trains signalled 2-6-1 or 2-6-2 on the opposite or adjoining line but which will be signalled 2-6-2 or 2-6-3 at some portion of its journey. | 2-6-1 |
| ii) Train which cannot be allowed to pass trains similarly signalled, or signalled 2-6-3, on the opposite or and adjoining line. | 2-6-2 |
| iii) Train requiring the opposite or an adjoining line to be blocked. | 2-6-3 |
| iv) Train which carries speed or route restrictions only and which can pass trains signalled 2-6-1 or 2-6-2 on the opposite side or adjoining line. | 2-1-6 |

5. CODE WORDS AND EXPLANATIONS

Delete Clause 5/6 Signalling and substitute:-

D.5/6 Signalling

- AJAX** No train signalled 2-6-2 or 2-6-3 must be allowed on the running lines or sidings on both sides of the load. To be signalled by the special “Is line clear?” signal 2-6-2.
- CONFLICT** No train conveying passengers or signalled 2-6-2 or 2-6-3 must be allowed on the running lines and/or sidings mentioned on either side of the load. To be signalled by the special “Is line clear?” signal 2-6-3.
- HAZARD** Running lines and/or sidings mentioned on both sides of the load to be clear. To be signalled by the special “Is line clear?” signal 2-6-3.
- JOAN** Running lines and/or sidings mentioned on the left hand side of the load looking in the direction of travel must be clear, and no train signalled 2-6-2 or 2-6-3 must be allowed on the running line and/or sidings on the **right hand side of the load**. To be signalled by the special “Is line clear?” signal 2-6-3.
- LEFPAS** No train conveying passengers must be allowed on the running lines and/or sidings mentioned on the left hand side of the load looking in the direction of travel, and no train signalled 2-6-2 or 2-6-3 must be allowed on the running lines and/or sidings on **both sides of the load**. To be signalled by the special “Is line clear?” signal 2-6-3.
- OGLO** Out-of-gauge load where running lines or sidings need not be clear between the points mentioned. To be signalled by the special “Is line clear?” signal 2-6-1.
- OPPOS** Running lines and/or sidings mentioned on the right hand side of the load looking in the direction of travel must be clear, and no train signalled 2-6-2 or 2-6-3 must be allowed on the running lines and/or sidings on the **left hand side of the load**. To be signalled by the special “Is line clear?” signal 2-6-3.
- RIGPAS** No train conveying passengers must be allowed on the running lines and/or sidings mentioned on the right hand side of the load looking in the direction of travel, and no trains signalled 2-6-2 or 2-6-3 must be allowed on the running lines and/or sidings on **both sides of the load**. To be signalled by the special “Is line clear?” signal 2-6-3.
- EXLO** Exceptional load with speed and/or route restrictions only. To be signalled by the special “Is line clear?” signal 2-1-6.

Amend the code words “ROAR” and “SCAB” to read as follows:-

- ROAR** All concerned have agreed to conveyance of.....
dimension as followsfrom.....to.....
- SCAB** Following train conveys out-of-gauge load.
on wagon Make
all necessary arrangements to handle safely while in
your yard and wire forward to next yard which train enters.

WORKING MANUAL FOR RAIL STAFF (B.R. 30054) – continued

GREEN PAGES – continued

E. Instructions relating to Particular Traffics.

1. Steel

(ii) Large Steel Pipes – Bolster Saddles.

Delete clauses E.1/6, E.1/7, E.1/8 and **note**, and **substitute** :-

- E.1/6 When Steel Pipes are too large to provide suitable loads in BBO wagons, i.e. if the diameter is larger than 813 mm (2' 8''), use may be made of saddles designed to fit over bolsters of bogie bolster wagons, permitting the loads to be made pyramid fashion, securing to be by means of polyester straps (see Diagram E.3).
(These saddles are not general equipment and require to be specially constructed (Drawing F-AO-188) when traffic justifies).
- E.1/7 When loading is in three tiers, the bottom two tiers must be separately secured by straps before the top tier is added. These straps must not be too tightly tensioned so that when the top pipe is loaded it will depress the straps and nestle into the middle tier. Additional straps must be secured over the whole of the load and the straps over the bottom two tiers adjusted until tight.
- E.1/8 When the pipes are bitumen covered, suitable soft packings should be inserted between the pipes to prevent chaffing.
Add new clauses E.1/8a and E.1/8b.
- E.1/8a Low bolster wagons, in particular BBH, are the most suitable wagons for these saddles because of the additional loading height available.
- E.1/8b Loads of this type will be out of gauge both in height and width, particularly when packing is used between the tiers, and must be dealt with in accordance with Section D.1.

MT9/1.2(3)

GREEN PAGES – continued

E - continued

1. Steel – continued
(iii) loading of rectangular ingots.

Delete Diagram E.4 and substitute:—

DIAGRAM E.4 LOADING OF RECTANGULAR INGOTS

TYPE OF WAGON	2 INGOTS	3 INGOTS	4 INGOTS	5 INGOTS	6 INGOTS		
HIGH GOODS							
13-0 t.							
PIG IRON							
20-5 t.							
PLATE							
22-5 t.							
BOGIE BOLSTER							
30-5 t.							
BOGIE BOLSTER & BOPLATE							

INGOTS SHOWN —

BOLSTERS "

WORKING MANUAL FOR RAIL STAFF (BR30054) – continued**GREEN PAGES – continued**

E – continued

1. Steel – continued

(iv) Strip Steel in coils

Clause E1/15 (b)

Amend to Read :-

- (b) Wagons with sound wooden floors must be selected. Unless specially authorised, shock-absorbing wagons and steel-floor wagons must not be used.

Clause E1/15 (c)

Amplified to Read :-**Coil Loaded on the Roll-Axis Transverse or Longitudinal**

Coils must not be loaded directly on to the wagon floor. Timbers must be used to spread the weight and be positioned to form a cradle as shown in Diagram E5. The timbers must be well secured to the wagon so that they cannot move and the cross section must be wider than the height to prevent toppling.

The proportions of the coil and the positioning of the supporting timbers must conform to the following limits :-

- (a) The width across the cradle at the points of contact (Dimension W) must be not less than $\frac{2}{3}$ rds of the outside diameter of the coil. (Dimension D).
- (b) The length of the coil (Dimension L) must be not less than $\frac{2}{3}$ rds of the outside diameter of the coil.

If it is necessary to carry coils with lengths (i.e. plate widths) less than $\frac{2}{3}$ rds of the diameter, additional restraint against toppling must be provided.

Coil loaded with axis transverse must be restricted to train load working unless the coil is additionally secured by chains. MT.6/2.5.

2. Wheeled Vehicles

- (i) Four Wheeled motor vehicles on open rail vehicles

E2/2 – **Add new paragraph :-**

Steel scotches not in use must be secured to the wagon

M.T.6/2.17.

E2/3 – cars, vans, lorries, four wheeled tractors etc. and chassis exceeding five feet six inches in height in all cases.

All concerned to note that the undermentioned dispensation has been granted for the loading of cars from Knowle and Dorridge to Parkeston Quay.

1. Range Rovers up to and including 5ft. 9ins. in height and
2. Land Rovers up to and including 6ft. 4ins. in height, may be loaded and secured without their front ends being secured by ropes or straps.

No other exception to Instruction E2/3 is permitted.

(iii) Cars on Cartic – 4 Vehicles**Amend to read:—**

- E2/8 A Cartic 4 set comprises four double deck articulated vehicle units carried on five bogies. **Cars can be loaded on both decks but cars on the upper deck must not foul the B.R. Standard loading Gauge.** The decks slope upwards at the ends of the units and cars positioned entirely on the slope of an upper deck are liable to be out of gauge. Cars may be loaded over the junction of two units (i.e. over an articular bogie). Cars must not be positioned across the space between the coupled end units of two Cartic sets.

The loaded plates at each end of each Cartic set must be secured (using the key provided) in the upright position, to prevent damage, before any movement, loaded or empty of the set.

All cars must be examined for security of bonnets, hoods, roof ventilators and end rising doors to ensure that these will not lift during the journey.

WORKING MANUAL FOR RAIL STAFF (BR30054) – continued**GREEN PAGES – continued****E. – continued****2. – (iii) – Amend – continued**

E2/9 Three types of chock have been approved for use on Cartic vehicles;

- (a) Flat metal plate with a shaped wood block backing (Drawing No. DE/5963 3)
- (b) MAT type of similar shape to the yellow spiked chocks used on Carflats, but with "Knitting Needle" ends instead of spikes (Drawing No. SW/SW/1114);
- (c) Similar to the MAT type but with straight rods instead of "Knitting Needle" ends, painted green (Drawing No. SW/SW/1114).

The flat metal plate chocks must be hooked under the floor mesh as close to the wheel as possible and secured by hooking the shaped wooden block into the most convenient slot in the plate. The plate should be located at right angles to the side of the vehicle and conform to the angle of the wooden block.

The shaped metal chocks (b) and (c) above must be placed as near as possible to the wheel and care taken to ensure that the pins protrude through the floor mesh.

The number and position of chocks must be as follows:

- (1) Cars positioned on the level part of the unit – only one wheel of the car need be checked with a chock each side of the wheel to resist movement forwards or backwards.
- (2) Cars positioned entirely on the sloping part of the deck – where possible two wheels of the car should be chocked with one chock each, positioned to resist movement of the car down the slope. Otherwise the method of chocking set out in (1) must be used.
- (3) Cars positioned across the junction of two units – either both rear wheels or both front wheels of the car must be chocked, using two chocks for each wheel concerned so that movement forward or backwork is resisted.
- (4) Whenever possible chocks should be placed against the rear wheels but if there is difficulty in achieving satisfactory scotching of a rear wheel, it is permissible to chock a front wheel.
- (5) Any chocks not being used must be located in the floor mesh before the train departs. They **must not** be left hanging on the side brackets provided on some wagons for use during loading and unloading operations.

In all cases the car hand brake must be fully on.

On cars with a manual gearbox first gear should be engaged.

On cars with automatic transmission, the selector lever should be in the "Parking" position.

MT.6/2/17

3. MISCELLANEOUS

Add new clause:–

(vii) VEHICLES WITH ROTATING PARTS

E3/18 Where vehicles/equipment are fitted with rotating parts, e.g. cranes, armoured fighting vehicles with revolving turrets, the mechanical locking devices must not be relied upon to prevent movement. For self-contained loads, chains, ropes, straps or other means must be used as an additional securing precaution.

Where the vehicle/equipment is contained on more than one wagon, domestic instructions will be issued to meet the special requirements of individual vehicles/equipment. MT.6/2.11 (ii)

E3/19 Iron Ore tipplers loaded with sand. Item withdrawn.

MT9/1.2 (3)

F INSTRUCTIONS RELATING TO SPECIFIC TYPES OF FREIGHT VEHICLES

Amend to read:–

F1. General

F1/1 Freight wagons are progressively being introduced with air brakes and screw couplings and it is important that these wagons are close coupled in accordance with the instructions contained in the General Appendix, page 88, namely, the screw couplings must be screwed up firmly so that the coupling is taut when the buffer faces are touching to prevent oscillation and to prevent the buffers becoming separated by any change in gradient or the starting of the trains; an equal amount of the screw must be projected through the nut at each end. Couplings should preferably be carried out while vehicles are standing on straight track and, if on a curve, allowance must be made for this fact.

WORKING MANUAL FOR RAIL STAFF (BR30054) – continued**GREEN PAGES – continued****F – continued****F.2 100-TON GLW STEEL CARRYING WAGONS (BOGIE STEEL AB)**

- F2/1 Unless specially authorised by Regional Headquarters, these wagons, when loaded, must not be moved in other than fully fitted air-braked services. They may be used in conjunction with other compatible wagons to form a block train. When specially authorised they may run as the fitted portion of a train which is not fully fitted.
- F2/2 These wagons are 40' or 50' long and 8' 7½" or 9'0" wide. So far as the 9'0" wide wagons are concerned, to avoid the creation of out of gauge conditions, stanchions used in the outside stanchion pocket must not incline outwards. When it is necessary to position the stanchions in the outside pockets on these wide vehicles, the "Load Examined" procedure (D.1(i)) must be followed, the "Load Examined" label be signed by the member of the BR staff responsible to indicate that the load is within gauge.
- F2/3 No anchorages are provided on the wagons to accommodate chains, polyester straps, etc. for securing and loads are restrained by means of suitable rectangular stanchions, short securing pins (Drawing No. F-A.1 – 3956) or specially designed cradles. For this reason, it is essential that they are properly coupled in accordance with F.1/1 to prevent unacceptable movement whilst in transit.

Note : Some wagons are fitted with spigot located demountable multi-tier bolsters for use when it is necessary to use side loaders for loading/unloading.

- F2/4 Authorised traffics may be conveyed on these wagons, subject to the following conditions:
- Loads must be made as solid, and kept as low as possible and, unless special equipment such as cradles is being used, securing by moving the stanchions as near as possible to the centre of the wagon.
 - When the loads consist of unequal lengths of material, they must be positioned in such a way that the shorter pieces are contained by the longer pieces. Where this is not possible, the short pieces must be secured by ropes, straps, timber packings or other suitable means. When the lengths of individual pieces of steel are such that they are contained longitudinally by two stanchions only, the pieces must extend at least 2'6" beyond each stanchion.
 - The height of the load must be kept at least 4" below the top of the rectangular stanchions.
 - Wherever possible, the stanchions should be removed during loading operations to avoid damage by swinging loads.
 - To avoid damage to the top hat sections great care must be exercised when loading concentrated loads as Ingots or Coil.
 - The wagons must not be loose hump shunted.
 - For distribution of loads see Diagram F.1.
- F2/5 The provision of D.1 (iv) apply to the wagons when loaded.
- F2/6 When empty, these wagons may run in ordinary wagonload services.

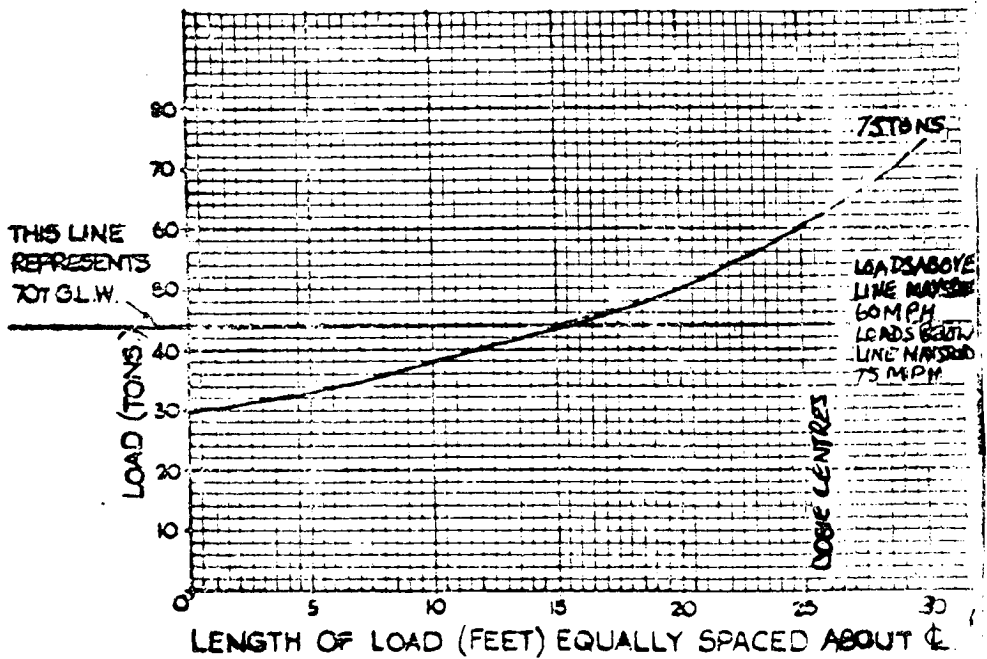
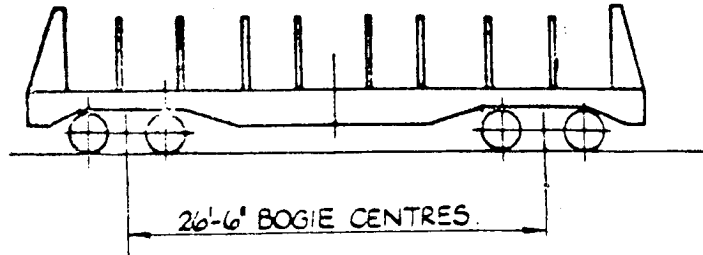
F3 45-TON GLW STEEL AB AND ABB WAGONS

- F3/1 Unless specially authorised by Regional Headquarters, these wagons, when loaded, should run only in block train loads from originating point to destination in fully fitted air-braked services. They may be used in conjunction with other compatible wagons to form such a train. When specially authorised they may run in the fitted portion of a train which is not fully fitted.
- F3/2 Securing rings are provided on these wagons but there are no fixed chains or lashings. Securing is normally by means of swivel and rectangular stanchions, and specially designed spigots. For this reason it is essential that they are properly coupled in accordance with F1/1 to prevent unacceptable movement in transit.

WORKING MANUAL FOR RAIL STAFF (B.R. 30054) – continued**GREEN PAGES – continued****F – continued****F3 – continued**

- F3/3 Billets, rods slabs, ingots, flat or coiled steel plate, or other suitable traffics, may be conveyed on these wagons subject to the following conditions:
- (a) Loads should be made as solid, and kept as low as possible by making use of the full width of the wagon, and must be kept at least 4 inches below the top of the stanchions. Where the load is such that the full width of the wagon cannot be used, the load must be secured by strategic positioning of the inner-stanchions, or the use of ropes, straps, timber packings or other suitable means.
 - (b) When the loads consist of unequal lengths of material, they must be positioned in such a way that the shorter pieces are contained by the longer pieces. Where this is not possible, the shorter pieces must be secured by ropes, straps, timber packings or other suitable means.
When the lengths of individual pieces of steel are such that they are contained longitudinally by two stanchions only, the pieces must extend at least 2' 6" beyond the stanchions.
 - (c) The bolsters of these vehicles when turned over and projecting above floor level must not be used as end restraints to a load unless at least two stanchions are positioned through the bolsters to the floor sockets, to prevent damage to the bolster link hinges.
 - (d) Whenever possible, the stanchions should be removed or lowered during loading operations to avoid damage from swinging loads.
 - (e) The side pivoting stanchions must be locked in the vertical position with the hinged locking bars provided, when in transit.
 - (f) For distribution of loads, see Diagram F2.
- F3/4 The provisions of D1 (iv) applies to these wagons when loaded.
- F3/5 When empty, these wagons may run in ordinary wagon load services. MT.9/1.2(3)

100 TON G.L.W. (75 T. CARRYING CAPACITY) BOGIE STEEL A3
40'-0" OVER HEADSTOCKS.



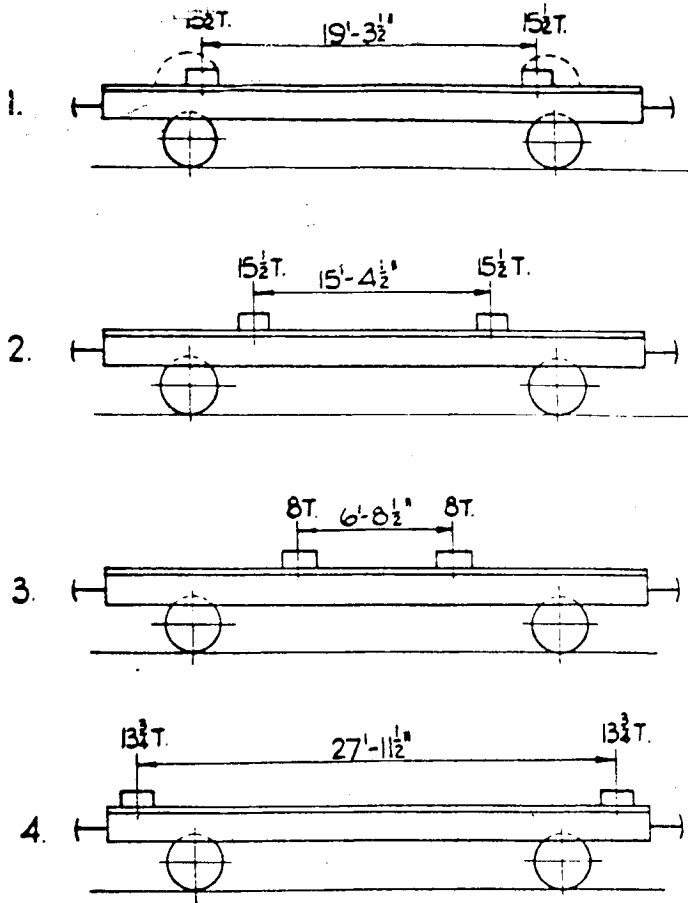
NOTE -

100 T. G.L.W. - MAX. SPEED 60 M.P.H.

70 T. G.L.W. - MAX. SPEED 75 M.P.H.

26 T. TARE OF VEHICLE.

45 TON G L W (31T CARRYING CAPACITY)
STEEL ABB - 33'-6" OVER HEADSTOCKS



NOTE:- ON THE ABOVE DIAGRAMS & WHEN USING
ALL OTHER COMBINATIONS OF SYMMETRICAL
BOLSTER POSITIONS & LOADS THE MAXIMUM
TOTAL LOAD MUST NOT EXCEED 21 TONS
FOR SPEED IN EXCESS OF 60 M.P.H.
ALL BOLSTERS ARE HINGED.

MT.9/1.2(3)

WORKING MANUAL FOR RAIL STAFF (B.R. 30054) – continued**WHITE PAGES****SECTION 6****Table C. Notes on Special Circumstances.****C1/8 (page 1) Amend as follows:–**

"Where the Route Availability of a vehicle is not known " and as shown.

C1/8 (page 2)

Insert over "Weight per Axle (tons)" the words " 2-axled vehicles"

Insert new table and notes

4-axled (Two axled bogies) vehicles

Weight per axle (tons)	R.A.
Up to 13	3
Over 13–14	4
Over 14–15	5
Over 15–16	6
Over 16–17	7

Note:

- (i) Three axled and six axled wagons should not be conveyed without the authority of form B.R. 29973/3 unless already panelled.
- (ii) Any vehicle with axle weights in excess of those shown in the above tables must be submitted to the C.C.E. for authority unless already panelled.
- (iii) This method of deriving the R.A. number is for emergency purposes and is only to be used when no other means is readily available.

Part 6 (White Pages)**Table H**

Add : H1/8 Inter-Regional Class 9 loads to L.M. Region. Speed restrictions.

Except where the speed of the line is lower, which **MUST** be strictly observed, Drivers when descending falling gradients on the L.M. Region should regulate their trains so as to avoid exceeding the speeds shown below:–

Falling gradients	Maximum speed permitted
1 in 150 to 1 in 100	20
Steeper than 1 in 100	15

The loads quoted in these cases are conditional on these instructions being carried out. (MS12/85/6)

GREY PAGES**H. Instructions for Sleeping Car Attendants**

Amend paragraph H.1/8, clause (a) to read:–

(a) rail tickets, except gold, silver, leather and duty passes and season tickets.

WORKING MANUAL FOR RAIL STAFF B.R.30054 – continued
PINK PAGES

A2 (Re-issued September, 1975)

DEFINITIONS – LIST OF HAZARDOUS SUBSTANCES

Add:–	U.N. No.	Substance	DANGEROUS Goods Class
	1051	Hydrogen Cyanide (Hydrocyanic Acid) Anhydrous, stabilised	6(a)1
Amend:–1055		“iso Butane” to read “iso – Butene”	
Amend:–1613		Hydrocyanic Acid Aqueous solutions containing not more than 20% of that substance	6(a)1
	1972	Methane, liquid or natural gas liquid	2
Delete:–2043		Natural gas liquid	2

(MO13/686)

SECTION C

(ii) Wagon labels

Wagon labels of Marshalling Category “J”, “W”, “Y”, and Safety Class – to be re-issued by Ministry of Defence.

E. MARSHALLING AND MOVEMENT

1. Formation of Freight Trains.

(iii) Inflammable Liquids, Highly Inflammable Liquids, Non-Toxic and Toxic Gases – (page2).

Add as first paragraph of E1/12 :-

“All trains conveying tank wagons containing toxic gases must have a brake van at the rear in which the guard must ride”.

MO12/686

MARSHALLING OF MILITARY EXPLOSIVES

Amend instruction E.1/7 to read:–

“Trains conveying military explosives must not include any vehicle labelled as containing commercial explosives, compressed, liquified or toxic gases, inflammable liquids etc., etc., (as now).”

(MO13/710)

E Marshalling the movement

(1) Formation of freight trains.

(iii) Inflammable liquids, highly inflammable liquids, non-toxic gases and toxic gases – page 2.

Add as first two paragraphs of E.1/12:

“All trains conveying tank wagons containing toxic gases must have a brakevan at the rear in which the Guard must ride. This vehicle must not be regarded as a barrier wagon.”

“Block trains of toxic gases must be provided with a brakevan compatible with the train brake and either be fully-fitted or piped and fitted with valve and gauge.”

WORKING MANUAL FOR RAIL STAFF B.R.30054—continued**PINK PAGES – continued****Clause E2/17**

E2/17 The following instructions must be observed when placing or withdrawing vehicles at Oil and Chemical Depots and Exchange Sidings.

(a) Oil Depots

At places (other than B.R. Traction Depots, B.R. Workshops and fuelling points or goods yards) at which :

- (i) any oil or petroleum product (Commodity Codes 700 – 740 and 780) are dealt with, and
- (ii) placing or withdrawing vehicles at loading or discharging sidings (not exchange sidings) is performed by :

(A) B.R. locomotives, working to the directions of a B.R. Guard or Shunter.

(B) B.R. locomotives, working to the directions of terminal staff.

(C) Oil Companies locomotives working to the direction of B.R. staff.

1. Remove tail lamp before entry.
2. Remove brake van before entry.
3. B.R. handlamps must not be taken beyond the locomotive stop board.
4. B.R. personnel must not proceed beyond the locomotive stop board unless they are so authorised by the **DEPOT SUPERVISOR**.
5. Obtain authority of **DEPOT SUPERVISOR** that it is safe and in order to move vehicles into the loading/discharging sidings. Check points are correctly set for the siding into which the vehicles are to be placed and gate or other physical barrier, if provided, is open.
6. If a reach wagon is used for positioning purposes, the continuous air or vacuum brake must be in use, after the "reach" wagon has been marshalled between the locomotive and train.
7. Obtain **DEPOT SUPERVISOR'S** authority to pass the locomotive stop board to enter the loading/discharging sidings. Position vehicles as required by **DEPOT SUPERVISOR**. A locomotive must not pass the locomotive stop board unless so authorised by the **DEPOT SUPERVISOR**.
8. After positioning vehicles check that all buffers are uncompressed and apply handbrakes to at least the first three vehicles inside the siding gate; in the case of sidings with an outlet at each end handbrakes must be applied on at least three vehicles at each end of the train.
9. Detach and withdraw locomotive clear of loading and discharging activities (outside gates or other physical barriers, where provided which will then be locked by Depot Staff) before loading/discharging commences. The locomotive must not re-enter the loading/discharging siding except under the conditions set out in instruction 11 below.
10. The **DEPOT SUPERVISOR** will arrange for a red flag, red disc or red light to be displayed on or over the vehicles whilst loading/discharging is taking place.

WORKING MANUAL FOR RAIL STAFF (B.R.30054) – continued**PINK PAGES – continued****E. – continued****Clause E2/17 – continued****(a) Oil Depots – continued**

11. Before a locomotive enters the loading/discharging siding and is attached to the vehicles obtain from **DEPOT SUPERVISOR** a "Certificate of Readiness" confirming that vehicles are ready for collection. Check that points are correctly set and, if provided, gate or other physical barrier is open, and vehicles are no longer protected by red flag, red disc or red light.
12. After attaching locomotive the Guard must carry out the "Brake Continuity Test" and ensure that all handbrakes are released.
13. Do not move vehicles unless the permission of the **DEPOT SUPERVISOR** is first obtained.

(The term **DEPOT SUPERVISOR** includes a person acting on his behalf.)

NOTE Local instructions to meet specific operating circumstances must be observed in conjunction with the foregoing.

Complete in duplicate

B.R.

Serial No.

CERTIFICATE OF READINESS

Terminal _____

Date _____

Vehicles ready for collection by British Rail.

All connections removed, all valves closed.

*All manlids closed/*manlids not opened since receipt.

*Gates unlocked and open.

Signed _____

Company Representative

Vehicles accepted from Company.

Train Title:— _____

Siding No.:— _____

Signed:— _____

B.R. Grade

Time certificate accepted _____ Hrs.

Original to be forwarded by B.R. guard/shunter to Area Manager _____†

Copy retained by company

* Delete if not applicable

† To be stamped by Area Manager in charge of terminal concerned prior to issue.

WORKING MANUAL FOR RAIL STAFF (B.R.30054) – continued**PINK PAGES – continued****E. – continued****Clause E2/17 – continued****(a) Oil Depots – continued****Complete in Duplicate****“CERTIFICATE OF CLOSURE”**

Exchange Point

Date

TRAIN TITLE

It is hereby certified that each wagon in this train has been inspected and is satisfactorily sealed for rail transit, i.e. valves closed, and manlids closed.

Signed

Representing

Original to be forwarded by B.R. guard/shunter to area manager.

Copy retained by Company.

(MO11/095)

Delete:– E2/17(b) and E2/17(c)**Insert:– new E2/17(b)****“(b) Exchange Sidings Serving Oil Depots**

1. At exchange sidings where tank wagons which are conveying, or have been discharged after conveying, inflammable liquids with a flash-point of up to 61°C (141°F) are placed by locomotives and shunters of concerns other than British Rail for collection by British Rail Locomotives, a “Certificate of Closure” (B.R.28997) must be obtained. (Specimen certificate is shown on page 8).
2. All local instructions must be observed.”

(c) Chemical Depots

Insert new E2/17(c).

The following instructions apply at places (other than B.R. Traction Depots, B.R. Workshops, and fuelling points or goods yards) at which hazardous Chemicals are handled, i.e. those indicated by Dangerous Goods Wagon labels:–

B.R. 21354	Toxic Gases
B.R. 21276/1	Compressed or liquefied gases
B.R. 21276/3	Spontaneously combustible
B.R. 21276/7	Poisonous liquids
B.R. 21278	Inflammable liquids
B.R. 21279	Highly Inflammable liquids
B.R. 21280	Octet Anti Knock Compound (Poisonous liquid)
	and any special prints thereof.

and where placing or withdrawing vehicles at loading or discharging sidings (not exchange sidings) is performed by:–

- (i) B.R. locomotives working to the directions of a B.R. guard or shunter.
- (ii) B.R. locomotives working to the directions of terminal staff.
- (iii) Chemical Companies' locomotives working to the direction of B.R. Staff.

WORKING MANUAL FOR RAIL STAFF (BR 30054) – continued**PINK PAGES – continued****E. – continued****Clause E2/17 – continued****(c) Chemical Depots – continued**

1. Tail lamp must be removed before entry.
2. Brake van must be detached before entry.
3. B.R. handlamps must not be taken beyond the locomotive stop-board where provided.
4. B.R. personnel must not proceed beyond the locomotive stop-board where provided unless they are so authorised by the DEPOT SUPERVISOR.
5. The authority of the DEPOT SUPERVISOR must be obtained that it is safe and in order to move vehicles into the loading/discharging sidings. Check that the points are correctly set for the siding into which the vehicles are to be placed and that any gate or other physical barrier, if provided, is open.
6. If a "reach" wagon is used for positioning purposes, the continuous air or vacuum brake must be in use after the reach wagon has been marshalled between the locomotive and the train.
7. Where a locomotive stop-board is provided, the DEPOT SUPERVISOR'S authority must be obtained to pass it to enter the loading/discharging sidings. Vehicles must be positioned as required by DEPOT SUPERVISOR. A locomotive must not pass the locomotive stop-board unless so authorised by the DEPOT SUPERVISOR.
8. After vehicles have been positioned, all buffers must be checked to see that they are uncompressed, and all handbrakes must be applied on at least the first three vehicles inside the siding gate. In the case of sidings with an outlet at each end, handbrakes must be applied on at least three vehicles at each end of the train.
9. The locomotive must then be detached and drawn clear of loading and discharging activities (outside gates or other physical barriers, where provided, which will then be locked by depot staff) before loading/discharging commences. The locomotive must not re-enter the loading/discharging siding except under the conditions set out in Instruction 11 below.
10. The DEPOT SUPERVISOR will arrange for a red flag, red disc or red light to be displayed on or over the vehicles whilst loading/ discharging is taking place.
11. Before a locomotive enters the loading/discharging siding and is attached to the vehicles, a "Certificate of Readiness" (B.R. 28997/1) (Specimen certificate is shown on page 7) must be obtained from the DEPOT SUPERVISOR confirming that the vehicles are ready for collection. Check that the points are correctly set, that any gate or other physical barrier is open, and that the vehicles are no longer protected by a red flag, red disc or red light.
12. After the locomotive has been attached, the guard must carry out the Brake Continuity Test and ensure that all handbrakes are released.
13. The vehicles must not be moved until the permission of the DEPOT SUPERVISOR has been obtained.
14. All local instructions to meet specific operating circumstances must be observed in conjunction with the foregoing.

NOTE. The term DEPOT SUPERVISOR includes a person acting on his behalf.

Insert new E2/17 (d)

"(d) Exchange Siding Serving Chemical Depots

1. At exchange sidings where tank wagons which are conveying, or have been discharged after conveying, chemicals detailed in (c) above are placed by locomotives and shunters of concerns other than British Rail, for collection by British Rail locomotives, a "Certificate of Closure" (B.R. 28997) must be obtained. (Specimen certificate is shown on page 8).
2. All local instructions must be observed."

WORKING MANUAL FOR RAIL STAFF (BR.30054) – continued**PINK PAGES – continued****SECTION F****Fires and Accidents involving Dangerous Goods**

F11/13 (Re-issued September, 1975)

NAIR Stage II Establishments

Greater London:–

Amend:– North of Thames "16" to read "17"

F11/7 (b) (Re-issued September, 1975)

Amend:– "F11/18–25" to read "F11/18–24"**F11/16****(a) CEGB traffic****Amend:**– During office hours telephone extensions to read 2009 or 2381.**Amend** the following telephone numbers to Clause F11/20 and F11/28 Part 3

London Midland Region : Carlisle (0228) 32121 Ext. 2301.

(MS42/094)

3. Gases, Compressed, Liquified or Dissolved under Pressure (Class 2) – Special Instructions Relating to Toxic Gases. – (page 3)

Delete existing instructions F3/9, F3/10 and F3/11, and **insert:** –

"F3/9 – In the event of an accident to a train conveying toxic gases, the guard and driver of the train **MUST NOT** proceed towards each other for the purpose of ascertaining whether the opposite line is obstructed. The **Driver** must go forward and the guard back, and immediately carry out the protection procedure on each line for which they are responsible; the signalman to be advised of the circumstances by the most expeditious means.

F3/10 – No train must be permitted to pass the scene of a fire or accident involving toxic gases until clearance has been given by the firm's emergency team, unless the incident is a minor one and it is quite clear that the tank or the wagon cannot have sustained any damage."

(MO12/686)

F13/3

Nobel's Explosive Co.Ltd.

Amend:– telephone number to read Stevenston (0294) 62140**Amend:**– Plant Protection Ltd. to read:–
Plant Protection Division

(MM/O/27/5)

BUFF PAGES (Part 7)**INSTRUCTIONS FOR OPERATING CRANES, MECHANICAL APPLIANCES, LIFTING TACKLE ETC.****SECTION B MECHANICAL APPLIANCES****1. General Instructions****Add** to Section B1/22

"Authorised Persons" may include Trainees when working under the direct supervision of an authorised person.

C Power-Driven Rail Cranes**5. Rail Movement.**

Movement by Train

Delete all details Paragraphs C5/3 to C5/7 inclusive and **substitute** :–

C5/3 All power-driven rail cranes complying with C5/1 and 2 are permitted to travel by train with the jib leading or trailing.

C5/4 The crane must not exceed its maximum permitted speed. It may travel as appropriate, by :–

- (a) Breakdown train
- (b) Civil Engineer's departmental train
- (c) Electrification Steel Erection train
- (d) Freight train

WORKING MANUAL FOR RAIL STAFF (BR30054) – continued**Movement by Train – substitute – continued**

C5/5 Cranes travelling in "Works" trains as defined in C5/4 (a), (b) and (c), may be marshalled in any position in the train provided.

- (a) That there are no wagons with a wheel base of 10 feet or less between the crane and locomotive.

NOTE : Match Wagons, Runner Wagons and Relieving Bogies are regarded as being an integral part of the crane and, provided that they are in their correct laden condition, are not to be included when making an assessment of short wheel base wagons between crane and locomotive.

- (b) In the case of C5/4 (b), the distance between the crane and locomotive, or fitted head, should not, exceed 15 standard length units.

C5/6 Cranes travelling in "Freight" trains as defined in C5/4 (d), must be dealt with as follows :–

- (a) Those weighing 20 tons or less may be marshalled in any position of the train.
 (b) Cranes in excess of 20 tons, but not exceeding 50 tons must be marshalled next to the locomotive or immediately behind the fitted head.
 (c) Cranes weighing in excess of 50 tons must always be marshalled next to the locomotive.

NOTE : Match Wagons, Runner Wagons and Relieving Bogies are regarded as being an integral part of the crane, provided that they are in their correct laden condition, with regard to their position in the train relative to the locomotive or fitted head.

C5/7 Special arrangements may have to be made for cranes having a maximum permitted speed less than 35 m.p.h.

C5/8 Steam cranes and other cranes not fitted with roller bearings must be accompanied by the driver or other man appointed by the supervisor. This man must satisfy himself before the journey starts and again at each stopping-place, by examining the crane and match wagons, that everything is in order and the crane is fit to travel. He must travel on the train, as near the crane as possible; when the fire is alight on a steam crane he must travel in the crane cab.

(MO.11.002)

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES TRAVELLING CRANES AND PLANT BOOKLET DATED SEPTEMBER, 1969 (B.R.29993)

Page 4— Amend:— R.A. Group of Class 06 locomotives to read R.A.5.

Page 6— Delete:— all reference to Class 14 locomotives.

Page 7— Amend:— R.A. Group of Class 50 locomotives to read R.A.6.

Add:—

BATTERY ELECTRIC LOCOMOTIVES LDB 975407 – 410 incl. RA.2 (G.N. Electrification)

Permitted to work in G.N, Electrified Area and between Doncaster and Hornsey only. Prohibited on all other lines except by C.C.E. authority.

Page 8— Amend:—

Group No.	Main Line Locomotives	Diesel Shunting Locomotives
4	Delete Class 14	—
5	Delete Class 50	Add Class 06
6	Add Class 50	Delete Class 06

Page 10— **BREAKDOWN CRANES**

Amend Maximum Speed of crane 103, Immingham to read 60 m.p.h.
Crane No.1075 now re-numbered 330115.

Page 16 — **KINGS CROSS TO BERWICK VIA K.E. BRIDGE AND NEWCASTLE**

Insert under "Remarks"

HS 4000 Kestrel Locomotive not to work between Newcastle (Heaton C.S.) and Berwick.

Page 17 — **ARDSLEY – TINGLEY GAS – Delete entry**

BARNSELY EXCHANGE TO HORBURY STATION

Amend RA Group to "7".

Page 18 **BARTON-ON-HUMBER TO NEW HOLLAND**

Amend R.A. group to '8'

Page 19 **BILLINGHAM ON TEES TO PORT CLARENCE**

Amend section of line to read :—

Billingham on Tees to Port Clarence (Phillips Sidings Ground Frame)

Page 21 **CASTLEFORD EAST BRANCH**

Add:—Class 08 as additional type permitted.

Page 23 **CRIGGLESTONE WEST TO HORBURY JN.**

Amend to read:—

R.A.7*	—	Yes	5	5
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*Locomotives in Groups RA6 and RA7 not to exceed 20 m.p.h. when passing over bridge No. 3 (River Calder Viaduct).

Page 30 **HEATON TO TYNEMOUTH VIA WALLSEND**

Delete Ref. to classes 44, 45, 46 & 47 in 'remarks' column

Page 34 **IMMINGHAM**

Add :—

MINERAL QUAY WEIGHBRIDGE (B.T.D.B.)

RA5* (Diesel Shunting Locomotives only)

Add! type permitted : Class 20

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued**Page 34 IMMINGHAM — continued****Delete:** Admiralty Platform to Immingham Station.**Insert:** Killingholme (End of Branch) to Immingham Station R.A. Group 8 — Yes 2.2. —**Delete:** Marsh Junctions to West Marsh and Immingham (Grimsby District Light Railway)**Insert:** Marsh Junctions to West Marsh and Immingham East Marsh Junction (Grimsby District Light Railway) R.A. Group 8 — Yes 5.5. —**Page 37— LEEDS CITY, HOLBECK JN. TO BRADFORD MILL LANE JN.****Delete** entry under 'Remarks'**Insert** New Entry:—**LINCOLN : CHURCH DOCK**

R.A. Group :— 5*

Remarks : Diesel Shunting Locomotives Only.

Page 43 Delete entry :— **PORT CLARENCE TO OIL REFINERY JUNCTION****Insert** New entry : **PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO****CHEMICAL SIDINGS**

RA8 — Yes 5 5 —

Page 44— RETFORD, WHISKER HILL TO RETFORD (NORTH CURVE)**Amend** to read RA Group 8 and permitted number of locomotives coupled to read 5 (Live or Dead)**Page 48— SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD EXCHANGE****Delete** entry under 'Remarks'**Page 49 — STARBECK NORTH TO RIGTON — Delete** entry**Page 52 ULCEBY NORTH TO IMMINGHAM****Amend** entry to read:—

Ulceby North to Immingham West/East Junctions.

Amend R.A. Group to '8'.**Page 57 ELY DOCK JUNCTION TO HAUGHLEY JUNCTION****Amend** RA Group to "8"**Delete** existing remarks and insert:—

RA6 locomotives and above restricted to 30 m.p.h. over Bridge 2235 at 11 miles 36 chains between Soham and Ely (River Ouse Viaduct).

Page 59**KINGS LYNN: HARBOUR BRANCH****Amend** entry to read :—

RA5* — No — —

*Diesel Shunting Locomotives only.

KINGS LYNN TO MIDDLETON TOWERS**Amend** entry to read

RA7 — Yes 5 5

B.R. Locomotives prohibited in quarries at end of line.

Page 60**MARCH TO PETERBOROUGH EAST****Amend** R.A. Group to '7'**Delete** reference to Group 8 locomotives under 'Remarks' column.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued

Page 61 OULTON BROAD SOUTH TO LOWESTOFT SOUTH SIDE

Amend to read R.A. Group 2*

Insert in remarks col. *Diesel Shunting Locomotives Only.

Page 62

ST. BOTOLPHS BRANCH

Amend R.A. Group to '7'

Amend number of locomotives coupled to 5.

Delete entry under 'Remarks'.

Page 63 — WYMONDHAM TO FAKENHAM

Amend R.A. group to read R.A.5.

Page 65 BOW (EX L.M.R. DEPOT)

Insert Class 47/ d as additional type permitted

Classes 31, 37 & 47 permitted to work into new Reception Sidings.

Page 66 — BROAD ST. TO CAMDEN JC. (L.M.R.)

Amend entry to read:—

R.A.7 — Yes 5 5 —

Amend:-

BROAD STREET TO DALSTON WESTERN JN.— RA7

Page 68 DALSTON EASTERN JN. TO DALSTON WESTERN JN.

Amend RA to Group 8

Add:-

DALSTON WESTERN JN. TO CAMDEN ROAD JN.— RA8

Page 70 — FINSBURY PARK : EAST GOODS YARD

Amend entry to read:—

RA5* Addl. Types permitted:—

15,31, 33/1,33/3,40

44,45,46,55.

Yes 2 2

*Diesel Shunting Locomotives only. Speed not to exceed 10 m.p.h. Main Line Locomotives not to pass over No.2 long road and No.4 old road except in cases of emergency.

FINSBURY PARK TO KING'S CROSS GOODS VIA UP CARRIAGE LINE AND FLY-OVER LINE

Amend to read:—

FINSBURY PARK TO KING'S CROSS GOODS VIA FLY-OVER LINE (Except as shown below) — RA9.

VIA UP CARRIAGE LINE BETWEEN FINSBURY PARK AND HOLLOWAY (SOUTH UP) — RA7

Page 71 — ISLIP STREET JC. (KENTISH TOWN) TO KING'S CROSS JC. (L.T.B.) (L.M.R.)

Delete entry under 'Remarks'

JUNCTION ROAD JC. TO ENGINE SHED JN. (KENTISH TOWN) (L.M.R.)

Delete entry under 'Remarks'

Page 72 — KING'S CROSS GOODS & MINERAL JC. TO ST. PANCRAS JC. SIDINGS

Amend to read R.A.10

Page 74 — MITRE BRIDGE JC. TO NORTH POLE JC. (L.M.R.)

Insert R.A.8 Delete ref. to additional classes permitted

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued

Page 75 — NORTH POLE JC. TO LATCHMERE JC. (L.M.R.)

Amend entry to read :—

R.A.8 — Yes 5 5

Classes 40, 44, 45 and 46 prohibited from passing over scissors crossing between up lines in station. Prohibited from passing over three way connection in North End Up Side Bay lines. Prohibited over connection Down Main to L.T.E. line.
Classes 47 and 48 not to exceed 10 m.p.h. when passing over Chelsea River Bridge.

MORTIMER STREET JN. TO CARLTON ROAD JN. (L.M.R.)

Amend R.A. group to read R.A.8

Page 76 POPLAR CENTRAL

Delete existing entries and insert:—

Section of Line	R.A. Group	Addl. Types of Locomotives permitted	Multiple Double Heading of Trains	Working Locomotives coupled live/dead		Remarks
Nos. 1 & 3 Arrival Line in Field Sidings	5*	20, 24/1, 25, 31, 37, 47	Yes	5	5	*Diesel Shunting Locomotives Only.
All other Field Sidings except entry connections to Nos. 11 & 12 Sidings at Poplar Central end of Yard.	5*	20, 37, 47	Yes	5	5	*Diesel Shunting Locomotives Only.
Entry connections Nos. 11 & 12 Field Sidings at Poplar Central end of yard	2*	—	Yes	5	5	*Diesel Shunting Locomotives only Speed not to exceed 5m.p.h.
Loop Line Junction Sidings	4*	08, 09	Yes	5	5	*Diesel Shunting Locomotives Only.
Blackwall Spur	3	08, 09	Yes	5	5	—
Stepney Spur	3	08, 09	Yes	5	5	—

Delete:— POPLAR CENTRAL TO POPLAR DOCKS and insert:—

Poplar Central to Poplar Dock West Quay	5*	—	—	—	—	*Diesel Shunting Locomotives Only.
Poplar Central to Poplar Dock East Quay via 2-way single line or old East Quay Up Line	4*	08, 09	Yes	5	5	*Diesel Shunting Locomotives Only.
Poplar Dock Sidings	2*	08†, 09†	Yes	5	5	*Diesel Shunting Locomotives Only.

† Classes 08 & 09 permitted in Hay Road, Cattle Dock Siding, No. 18 Siding, over connections at East Quay end of Nos. 1 to 6 sidings and in Nos. 1 to 6 sidings as far as fouling points at Poplar Central end of yard.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. — continued

Page 77 POPLAR CENTRAL TO VICTORIA PARK

Insert 47* as additional type permitted.

Add to 'Remarks' *Class 47 not to exceed 20 m.p.h.
over bridge No.233 at 43m. 36chs.

SOUTH ACTON JN. TO OLD KEW JN. (L.M.R.)

Amend 'Remarks' to read

Classes 40, 44, 45 and 46 prohibited over the Down Line at Kew East Jc. (3m. 776yds) and
from the Up Line over the connection at Kew Bridge Depot.

Amend RA Group to 7

Delete list of addl. types permitted

(This amendment supersedes the entries shown on Page 63 of the Northern and Page 72 of the Southern
Area Supplementary Operating Instructions).

Page 79

VICTORIA PARK TO DALSTON EASTERN JN.

Delete entry and 'Remarks'.

Page 81 ALLERTON BYWATER

Insert in 'Remarks' column

B.R. Locomotives not to proceed over Down N.C.B. Loop Line between Down Sidings and
Loaded Sidings and must not pass B.R. locomotives prohibited board.

Page 82 BRITISH OAK OPENCAST

Add Cl.47 as addl. type permitted.

Page 83 BULLCROFT EMPTY SIDINGS

Delete entries

DEARNE VALLEY

Add Class 37 as additional type permitted

Page 84

FRYSTON COLLIERY

Insert in 'Remarks' Column

B.R. Locomotives not permitted to pass beyond prohibition board on Weigh Road.

FRICKLEY COLLIERY

Insert in remarks column:--

B.R. locomotives not to pass notice prohibiting entry to empty bank siding.

Page 85 GRIMETHORPE COLLIERY

Add Remarks B.R. locomotives not to pass "Engines Prohibited" board at Coalite Storage
Sidings.

NEWMARKET COLLIERY BRANCH

(Methley, Lofthouse Junction to Newmarket Colly.)

4,5,6 and 7 Loaded Sidings

Add—Class 31 as additional class permitted.

GLASS HOUGHTON COLLIERY

Insert in 'Remarks' Col.

BR Locomotives not to pass prohibition boards in sidings 1 to 18.

GLASS HOUGHTON (Yorkshire Coke Works Co. Sidings)

Insert in 'Remarks' Col.

BR Locomotives not to pass notices prohibiting entry into Nos.5 and 6 sidings.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued**Page 86 PECKFIELD**

Add to "Remarks" B.R. Locomotives not to pass notice board on Spoil Stack Road.

PRINCE OF WALES COLLIERY

Insert in remarks column:—

B.R. locomotives not to pass prohibition board in sidings 1 to 6 (incl.) and notice prohibiting entry into sidings 7 to 16 (incl.)

Page 89— DEAN ROAD SIDINGS

Insert Classes 08, 10, 11 as additional types permitted.

Page 95 BOLSOVER COLLIERY BRANCH

Amend entry to read:—

Section of Line	R.A. Group	Addl. types of locomotives permitted	Double Heading of Trains	Multiple Working Locomotives Coupled Live	Dead	Remarks
Bolsover Loaded Sdgs.	4	06, 08, 09, 20, 25, 31, 33, 37	Yes	3	3	—
Empty Sdgs.	4	06, 08, 09, 20, 33, 37	Yes	3	3	—

Page 100—Insert New Entry:—

Darlington Forge	R.A.5*	—	—	—	—	*Diesel Shunting Locomotives Only.
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Insert New Entry : PORT CLARENCE, PHILLIPS IMPERIAL PETROLEUM LTD. SIDINGS.

RA8	—	Yes	5	5	—	Locomotives not to pass entrance to gantry area except under the conditions set out in the Sectional Appendix.
-----	---	-----	---	---	---	--

Insert new entry

DEWSBURY A.P.C.M. PRIVATE SIDINGS

RA Group; 5* Addl. types permitted; 40, 45, 46, 47

Remarks to read: *Diesel Shunting Locomotives only. Addl. permitted types prohibited from entering hopper house.

Page 101 Insert New Entries : UPWELL STREET WHARFE, SHEFFIELD BRIGHTSIDE

RA5*	* Diesel Shunting Locomotives Only.
------	-------------------------------------

TILBURY C.E.G.B. SIDINGS

R.A. Group	Addl. types permitted	Double Heading	Locos. Live	Coupled Dead	Remarks
*5	31 & 37	—	—	—	*Diesel Shunting Locomotives Only.

TILBURY DOCKS P.L.A.

Amend to read:— **TILBURY RAIL TERMINAL AND EXCHANGE SIDINGS (PLA SIDINGS)**

Add — Class 47* as additional type permitted

Add to 'Remarks' *Class 47 permitted in Rail Container Terminal No.1 Siding and up to clearance point in No. 2 Siding only. Prohibited in Exchange Sidings.

Insert New entry:—

Carlin How, Skinningrove Iron Works	R.A.8	—	Yes	5	5	Brake Tenders not permitted.
--	-------	---	-----	---	---	------------------------------

R.A. Group

Addl. types permitted : 20,31,37,47*

Remarks to read:—

*Class 47 permitted in Nos. 1 & 2 Crane Roads and No.1 Exchange Siding and up to clearance point only in No.2 Exchange Siding. Prohibited in Nos.3 and 4 Exchange Sidings.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. — continued

Page 101 — Add — continued

Insert New Entry:—

TILBURY C.E.G.B. SIDINGS

R.A.	Addl. types	Double	Locos.	Coupled	Remarks
Group	permitted	Heading	Live	Dead	
*5	31 & 37	—	—	—	*Diesel Shunting Loco- motives Only.

Page 102— **GAINSBOROUGH LEA ROAD (HIGH & LOW YARDS)**

Add 37 & 47 † to additional types permitted. Insert under 'Remarks' †Class 47 High Yard only, including Shell Mex B.P. Sidings.

Page 103: **GRIMSBY (G.N. GOODS) YARD**

Amend R.A. Group to '7'.

Page 112 **BRADFORD EXCHANGE CARRIAGE SIDINGS**

Delete entry

Page 114 Insert New Entry : **DEWSBURY GAS WORKS**

RA5, Additional permitted 40†, 45†, 46†, 47. Yes 5.5. † Remarks to read † Classes 40, 45 and 46 not to pass gateway on No. 2 Siding.

Page 114 **DRAX POWER STATION**

Amend RA Group to "8"

Page 115 — **DUDLEY HILL, BARRET'S SIDINGS**

Delete existing entry and remarks

Insert new entry:—

R.A.5.*	—	Yes	5	5	*Diesel Shunting Locomotives only.
---------	---	-----	---	---	------------------------------------

Page 116 **HALIFAX NORTH BRIDGE — Delete entry**

HALIFAX SHAW SYKE GOODS

Add Classes 45 and 46 as addl. types permitted.

Delete Remarks re prohibition of main line locomotives in Passenger Dock and Fruit Shed Sidings.

Page 119 **HUDDERSFIELD**

Delete Entry : Passenger/Horse Dock Sidings, etc.

Insert : Fish Dock, Horse Dock, Short Dock and Turntable Siding.

RA Group :5*

Additional types of locomotive permitted : Class 20

Remarks : *Diesel Shunting Locomotives Only.

KEIGHLEY UP SIDINGS

Amend entry to read Keighley Down Sidings and references under 'Remarks' to 'Up' Yard and No. 1 Up Siding to read 'Down' Yard and No. 1 Down Siding.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. – continued**Page 120 KNOTTINGLEY, BAGLEY'S SIDINGS**

Insert Class 08* as additional type permitted.

Remarks to read *Class 08 permitted to enter Nos.1, 2 & 3 Sidings only and not to proceed beyond engine restriction boards.

KNAPTON : ASSOCIATED MALTSTERS SIDING.

Add asterisk to R.A. Group and insert in Remarks Col. :-

“ * Classes 47, 46, 45, 44 and 40 PROHIBITED from passing loading dock”.

Page 121 –LAISTERDYKE EAST TO ENGLISH ELECTRIC COY. SIDINGS

Amend to read :-

R.A.5*	–	Yes	5	5
--------	---	-----	---	---

*Diesel shunting locomotives only. Locomotives not to pass beyond boundary gate leading to private sidings.

HUNSLET EAST

Delete Existing entry and Insert:

HUNSLET EAST :

Shell Mex & B.P. Ltd.	R.A.8	–	Yes	5	5	–
White Spirit Sidings	R.A.8	–	Yes	5	5	–
Oil Rail Terminals	R.A.8	–	Yes	5	5	–
B.R. Lines throughout	R.A.8	–	Yes	5	5	–

HUNSLET LANE GOODS YARD

Amend remarks column to read:-

Main Line Diesel Locomotives to work beyond Hunslet Goods Yard Signal box on the following lines only:-

Front Field Road No.8

Back Field Road No.9

(MP.150)

Page 122 BALM ROAD/UP SIDINGS

Insert Class 40 as additional type permitted.

HUNSLET UP AND DOWN YARDS

Insert Classes 45 & 46 as additional types permitted.

Page 123**PONTEFRACT BAGHILL**

Delete all remarks concerning Lines 35 & 37.

Page 126 RIPON GOODS –

Delete entry.

Page 127 SELBY

Add New Entry:-

Selby Down Yard – RA.9	–	Yes	5.	5.	–
------------------------	---	-----	----	----	---

Page 129 CASE TRACTOR CO's SIDINGS & COHENS SIDINGS

Delete entries

Page 132 Insert new entry:-

YORK C.C.E. CONCRETE DEPOT RA5*

(Remarks to read *Diesel Shunting Locomotives Only)

MP150

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. — continued**Page 135 CARVILLE, NEPTUNE SIDINGS**

Amend entry to read :—						
RA.8 Addl. permitted —	Yes	5.	5.			Remarks —

Page 137 DARLINGTON

Insert New Entry:—						
Diesel Depot	R.A.9	—	Yes	5	5	Main Line Locomotives and more than two shunting locomotives coupled prohibited from passing over the carriage washing plant line.

Page 141 GRANGETOWN

Insert New Entry:—						
Shell Mex B.P. Ltd.						
Teesport Refinery	R.A.8.	—	Yes	5	5	—

Page 143 HEBBURN STATION SIDINGS

Amend R.A. Group to read 7 and delete existing entry under "Additional Classes Permitted".

HEBBURN : COLLIERY SIDINGS (VICKERS ARMSTRONG & HAWTHORNE LESLIES SIDINGS)

Add Class 08 to additional types of locomotive permitted.

Page 144 HEIGHINGTON

Insert Sub Entry:—
Old Town Quarry
R.A.5* Additional types permitted 24,25,37.
*Dsl.Shunting Locomotives Only.

HEXHAM

Shell-Mex Sidings (Line No.77 Hexham East), lines Nos. 18 and 19 Hexham West (WP997).
Add:— Class 17†, 25* and 31* as additional types permitted.
Add:— to "Remarks" — * Classes 25 and 31 not to exceed 5m.p.h.

Page 145 HYLTON QUARRY SIDINGS

Amend remarks to read:—
Locomotives not to proceed beyond entrance gates.

JARROW STATION SIDINGS

Amend to read R.A.8, Double Heading and Up to 5 Locomotives (Live or Dead) permitted.

Page 149 PERCY MAIN DOCK AREA (T.I.C.)**ESSO SIDINGS (ESSO DEPOT FROM ENGINE SHED JUNCTION)**

Amend entry to read RA.5.
Delete reference to Diesel Shunting Locomotives only.

Page 157 WEST BLYTH STAITHES

Insert : Classes 17* and 37* as additional types permitted.
Add to 'Remarks' *Class 17 or 37 permitted in emergencies only.

WHITBURN JN. HANN & NEWBY'S COAL DEPOT

Insert:—					
R.A.5 † Addl. permitted Class 37.	Yes	5	5		
Remarks to read † Diesel Shunting Locomotives Only.					

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. — continued

Page 158 Lines over which Western Region Locomotives may work with A.W.S. (W.R.) in operative position.

Item 2 **Add** : Dalston Jn. — Lea Jn. — Channelsea or High Meads.

Amend items:—

- 4 — Add Normanton — Leeds
- 5 — Add Rotherham (Masborough)
- 6 — Liverpool St. — Norwich via Ipswich, Thorpe Jn. — Wensum Yard, Wensum Yard — Swing Bridge Jn., Manningtree — Parkeston. Stratford Station — Thornton Fields Carriage Sidings.
- Add New Items:**—
- 7 Wath Road Jn., Moorthorpe, So. Kirkby, Wakefield Westgate, Leeds.
- 8 Leeds, Apperley Jn., Shipley, Keighley.
- 9 Wath Road Jn. or Normanton to York (Clifton Carr. Sidings)
- 10. Diggle or Hebden Bridge to Leeds via Batley or via Wakefield and Normanton.
- 11. Wakefield — Pontefract (Monkhill) — Goole — Brough — Hull.
- 12. Leeds — Selby — Hull.
- 13. Selby — York.
- 14. Leeds — York — Newcastle — Heaton Carriage Sidings.
- 15. Northallerton — Eaglescliffe — Stockton — Hartlepool — Newcastle.
- 16. Norton South Junction — Ferryhill — Leamside — Newcastle.
(including Follingsby Freightliner Terminal)
- 17. Eaglescliffe — Tees Yard.
- 18. Billingham-on-Tees to Port Clarence (Phillips Sidings Ground Frame)
including Billingham Beck Branch and Haverton Hill Loop and Port Clarence
(Phillips Sidings Ground Frame) to Monsanto Chemicals Sidings.

ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK

B.R. 29197 dated January, 1961

Page 1 Note A **Amend** to read:—

British Railways Standard Coaching Stock stencilled "C1" at the end of the vehicles.

Amend:—fifth paragraph

Empty coaching stock trains of Category A above may be conveyed by prior arrangement over the Hampstead Junction line, provided the opposite line is blocked between Hampstead Heath signal box and Finchley Road signal box in each direction.

Insert at foot of page:—

Coaching stock of Category "A" above is stencilled "C1" above the dimension shown on the ends of the vehicles.

Page 2

Churnet Valley Line, platform lines at
Utttoxeter Station

Loop Line Etruria to Kidsgrove
Buckley and Connahs Quay Branch
Dalston Station — Poplar Branch

St. Pancras, King's Cross Tunnel

Delete all reference

Delete "***prohibited and substitute:—

"The adjoining line to be clear between the limit with
L.M.R. maintenance and York Road Tunnel Mouth."

ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK
(BR.29197 dated January, 1961)—continued

Page 2 — continued

Delete:—

Macclesfield Central Platform Line (ex
 G.C. and N.S. Joint)

Prohibited

Ardsley No.1 Up Goods
 Ardsley Station Signal Box to Ardsley
 South Signal Box

Prohibited

Amend:—

Sudbury Station (Suffolk)
 Stocksfield, through station

The adjoining line to be clear
 If on Down Main, Up Main to be clear and vice versa

Page 3

Delete:—

How Mill

If on Up Main, Up Siding adjacent to Loading Dock to
 be kept clear.

Albert Hill Jn. to Hopetown Jn.

If on Up Main, Down Main to be blocked and vice versa
 except through North Road Station.

Newcastle Central Yard

If on Down East Goods and line X, Up East Goods and
 lines W and Y to be blocked (Signals 234 to 116)

If on line Y and Up East Goods, line X and Down East
 Goods to be blocked (Points 472 to Signal 175).

Bedlington

If on Bay Platform Line, adjacent Line to be kept clear.

Newcastle High Level Bridge

If over Down Gateshead Main, the Down Gateshead Slow
 to be clear between signals N.69 and N.75.

If over Down Gateshead Slow, the Down Gateshead
 Main to be clear between signals N.73 and N.77.

Bedlington South to North

If on Up Line, Down Line to be clear and vice versa.

West Hartlepool Goods Lines, Stranton
 Jn. to Clarence Road

If on Down Goods, Up Goods to be blocked and vice
 versa.

Gateshead Goods Lines, St. James Bridge
 Signal Box to Borough Gardens S.B.

If on No. 1 Down Goods, No. 2 Down Goods to be
 blocked and vice versa.

Percy Main Signal Box to
 Percy Main North Jn. Signal Box

If on Up Main, Down Main to be blocked and vice versa.

Insert:—

West Hartlepool Goods Lines, Clarence
 Road Jn. to Church Street. Signal No. 2

If on Up Goods, Down Goods to be clear and vice
 versa.

Amend:—

At Percy Main North Jn. Signal Box
 Between Signal Bridge North of Percy Main
 North Jn. Signal Box and Up Dock Line
 Home Signal No. 64

If on Up Main and Down Dock Line, Down Main and Up
 Dock Line to be clear, and vice versa.

Tyne Commissioners' Lines, between
 T.I.C. Box No. 6 and T.I.C. Box No. 8

If on Up Main, Down Main to be clear, and vice versa.

Shipley, Bingley Jn. to Shipley,
 Bradford Jn.

If on Up Main, Down Main to be clear and vice versa.

Add:—

B.R. C1 Standard Coaching Stock

Between :—

St. Peters S.B. and Carville S.B.
 (Riverside Branch)

If on Up Main, Down Main to be clear
 and vice versa.

ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK
(B.R. 29197 dated January, 1961) – continued

Page 4

Delete:—

Whitby Station	If on No. 3 Platform line, etc.
Through Shildon Station	If on Up Main, Down Main to be blocked and vice versa.
Huddersfield between Sub Signal No. 88 and Sub Signal No. 115 or Signal No. 103	If on Up Loop, Down Loop to be blocked and vice versa.
Fighting Cocks	If on Up Main, Up Siding to be clear.
Gateshead Goods Line Park Lane Signal Box to High Street Signal Box.	If on Up Goods, Down Goods to be blocked and vice versa.
York Goods Lines Holgate Bridge to York Yard South	If on Down Doncaster Goods, Up Doncaster Goods to be blocked and vice versa.
Bishop Auckland East to Bishop Auckland North	If on No. 2 Platform Line Down Mineral to be blocked. If on Down Mineral No. 2 Platform Line and Up Mineral to be blocked. If on Up Mineral, Down Mineral and No. 3 Platform line to be blocked. If on No. 3 Platform line, Up Mineral to be blocked.

Page 6

Insert:— Vale of Neath Line

Ocean and Taff Merthyr Colliery and Quakern Yard East Junction	*Must not pass each other or any passenger stock
Taff Bargoed Branch, Dowlais Junction Signal Box and Dowlais Cae Harris	Adjacent line to be clear
London Transport Executive	
Add:—	
St. Pancras, King's Cross Tunnel	The adjoining line to be clear between the limit with L.M.R. maintenance and York Road Tunnel Mouth

**WORKING INSTRUCTIONS FOR
A.C. ELECTRIFIED LINES (B.R.29987)**

Pages 46 and 47 – Instruction 32

Add at end:—

Should the electrical continuity of the running rails be interrupted as a result of a defect, this fact must immediately be reported to the representatives of the Chief Mechanical and Electrical Engineer and the Chief Signal and Telecommunications Engineer.

A temporary bond must be placed across the break as soon as possible to the satisfaction of the representatives of the Chief Mechanical and Electrical Engineer and the Chief Signal and Telecommunications Engineer.

In the case of a running rail which has broken and parted so as to form a complete gap, the bond must be applied with care, since current may flow as soon as it is applied and some arcing may occur. There is, however, no danger of electric shock.

Pages 74 – 76 – Instruction 49 – testing and applying local earths to overhead line equipment.

Page 76

Add as footnote to Instruction 49(a):

Note: The term "adjacent Electricity Board overhead line" is defined as an Electricity Board line which operates at a nominal phase to phase voltage exceeding 33 kV and which, at any point between successive earths applied to an isolated section of overhead line equipment, is not more than 110 yards (100 metres) away from that equipment.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (B.R.29987) – continued**Pages 127 and 128 – Instruction 100. Bell Code.****Add:–**

Driver to stop at first available telephone to request Police assistance.....*9 rings.

*This code to be used by the Guard should he experience difficulty with unruly passengers on the train. On receipt, the Driver should stop the train at the first available telephone to request Police assistance at a convenient stopping point ahead.

**“NEW PROCEDURE FOR
ISOLATION AND EARTHING OF OVERHEAD LINE
EQUIPMENT (WHERE SPECIALLY AUTHORISED)”
DATED JANUARY 1973**

(Issued to Staff in certain specified areas only)

Page 6 – Instruction 47, Clause (a)**Add:–**

If any of the work is to be done in proximity to the sealing ends of cables he shall arrange for these to be isolated and earthed in accordance with the approved procedure.

EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA

CONTENTS

Page 2

		Page
	Delete :-	
E	Local Horn Codes	166-173

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 3

	Add :-	
	Acceptance of trains at Bingley Jn.	322
	Bingley Jn. : Acceptance of trains	322
	Castleford – Hickson and Welch Ltd. – Local Instructions	311
	Amend:-	
	Billingham Beck Branch	334
	Delete:-	
	Brotton – Local Instructions	346
	Conductors on C.C.E. Mechanised Maintenance Machines	265
	Albert Dock signal box and Neptune Street Sidings – Local Instructions	331

Page 4

	Add :-	
	Hessay W.D. (G.F.)	288
	Hickson and Welch Ltd. Sidings – Castleford – Local Instructions	311
	Delete:-	
	Instructions regarding Steam and/or Electric Heating of Train Sets etc.	243
	Hunslet East Oil Terminal	329

Page 5

	Add:-	
	Leeds : Regulation of Freight trains	318
	Marsh Lane A.P.C.M. Sidings – Local Instructions	324
	Leeds Oil Rail Terminal	329
	Delete:-	
	Netherton Colliery Branch – Local Instructions	350
	North Shore Branch – Local Instructions	333
	Neptune Street Sidings and Albert Dock signal boxes – Local Instructions	331

Page 6

	Add :-	
	South Elmsall Station – Local Instructions	295
	Steam Heating of Coaching Stock Trains	243
	Tyne Dock – Local Instructions	340
	Delete :-	
	Stockton, North Shore Branch – Local Instructions	333

Page 7

	Add :-	
	Wooley Colliery Sidings – Local Instructions	306
	Winterset Opencast Site Rapid Loading Facilities	295

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 8

Amend:—

Carr House to Fell ----- 48

Page 9

Delete :-

Laisterdyke Ground Frame to Adolphus Street Goods Yard ----- 98

Amend:—

Goole (Engine Shed) to Goole (Potters Grange Junction) 91

Page 10

Delete:—

Albert Dock South Branch -----121

Amend :-

Haverton South Branch 133

Billingham-on-Tees to Port Clarence (Phillips Sidings) 132

Port Clarence (Phillips Sidings Junction) to Monstanto Chemical Sidings 132

Page 11

Delete:—

Netherton Colliery Branch 162

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 15	DONCASTER (BLACK CARR JN.) TO BERWICK, ETC. Amend:— The absolute Block Goods line between Decoy No.2 Up and Carr, shown in the Up column, to be shown in the Up column.					Down				Page 6 of Supplement No.1 requires amending	
Page 16	Arksey Station (LC) Amend:—					DPL	85				
Page 20	THIRSK STATION Amend:— Longlands Junction Amend:— Amend catch points entries:—							60	—	Slow line 24m. 50chs. to 26m. 20chs.	
								70	—	Over connection Down Slow to Down Main 28m. 65chs. to 28m. 70chs. C.W. Up Slow connection etc. Level C.W. Down Slow connection etc. Level C.W. Down Fast 787 yds.etc. 629 C.W. Up Slow connection etc 629 (falling)	
	Northallerton Station Amend:—							25	25	Over all connections between Main lines and Passenger loops 30m. 59chs to 32m. 17chs.	
Page 23 (Page 13 Supp. No.1)	HETT MILL (LC) Delete:speed restrictions and substitute:—							95	95	60m. 40chs. to 62m. 20chs.	
								70	70	62m. 20chs. to 63m. 3chs.	
								95	95	63m. 3chs. to 64m. 49chs.	
								75	—	64m. 49chs. to 66m. 14chs.	
	Durham Station Amend:—							—	75	66m. 21chs. to 64m. 49chs.	
Page 24	Ouston Jn. Add:—							20	—	Over connection Down Fast to Down Slow 74m. 62chs. to 74m. 64chs.	
								—	25	Over connections Up Goods to Up Slow, Up Slow to Down Fast, Down Fast to Up Fast 75m. 35chs. to 75m. 23chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 24 – continued								—	25	Over connections Up Fast to Down Fast, Down Fast to Up Slow and Up Slow to Up Goods, 75m. 63chs. to 75m. 50chs.	
	Tyne Delete:—							20	20	All connections Fast to Slow and Slow to Fast, 74m. 62chs. to 76m. 54chs.	
	Low Fell Jn. Amend:—							30	30	To and from Slow line 77m. 45chs. to 77m. 35chs.	
Page 26	Amend:—NEWCASTLE AND ALNMOUTH (NORTH OF 35m. 70chs.)							80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
Page 27	Benton Add:—							60	—	4m. 15chs. to 4m. 35chs.	
Page 28	Alnmouth Station Add:— ALNMOUTH (NORTH OF 35m. 70chs.) AND MARSHALL MEADOWS							100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
	Amend:—							—	80	36m. 70chs. to 35m. 70chs.	
	Add footnote:— † Permissive Block for trains other than those conveying passengers.					UPL† DPL†	160 180				
Page 29	Add:—							80	—	35m. 70chs. to 44m. 0chs.	
	Delete:— FALLODEN (44m.p.) AND MARSHALL MEADOWS							—	90	38m. 34chs. to 36m. 70chs.	
	Amend:—							100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
	Christon Bank (LC) Delete Block post dot and mileage Amend:—							—	85	44m. 75chs. to 43m. 45chs.	
								—	90	47m. 40chs. to 44m. 75chs.	
										C. Up line 560 yards before reaching C5 signal.	147

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 29	continued Chathill Station (LC) Amend:— Belford Station Add:—	6	997					40	40	Over connections Down Main to Up Main and Up Main to Down Main 51m. 34chs. to 51m. 45chs.	
Page 30 (Page 17 Supp. No.1)	Goswick Delete:— Add:— Tweedmouth Delete:— Add:— Berwick Station Delete:— Add:—							85 — 50 85 75 — — 60 70 75 — — —	— 85 — 85 75 50 75 70 — 70 — 60 55 75	65m. 14chs. to 65m. 68chs. 65m. 14chs. to 65m. 65chs. 65m. 68chs. to 66m. 57chs. 65m. 14chs. to 65m. 65chs. 65m. 65chs. to 66m. 36chs. 67m. 6chs. to 65m. 68chs. 66m. 36chs. to 65m. 65chs. 66m. 70chs. to 66m. 36chs. 66m. 57chs. to 67m. 69chs. 66m. 36chs. to 66m. 70chs. 66m. 70chs. to 67m. 69chs. 67m. 69chs. to 67m. 6chs. 67m. 6chs. to 66m. 70chs. 67m. 69chs. to 67m. 6chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 33	YORK YARDS, HOLGATE JUNCTION AND YORK SKELTON Delete:— one additional Down Goods line between Holgate Jn. and York Yard South Delete:—									CW Down Doncaster Goods 267 Yards before reaching York Yard South Home Signal.	1680 (falling)
Page 38	YORK (SKELTON) TO HARROGATE NORTH Starbeck Delete:—							30	30	1m. 3chs. to 1m. 6chs. (Starbeck North Junction to Dragon mileage).	
Page 40	DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST Shildon Delete:— Add:—							40 30 30 —	40 — — 30	8m. 18chs. to 8m. 51chs. Connection from Down Main to Single line 8m. 51chs. to 8m. 56chs. 8m. 18chs. to and including connection Down Main to Single line at 8m. 56chs. 8m. 51chs. to 8m. 18chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 43	FERRYHILL TO NORTON-ON-TEES SOUTH FERRYHILL AND NORTON-ON-TEES SOUTH Amend:— Bishop Middleham Add:— Stillington Station Delete:— Add:— Norton-on-Tees West (L.C.) Add:—							50 40	50 40	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER AND ECS TRAINS. MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN PASSENGER AND ECS TRAINS.	
Page 46	CONSETT NORTH TO OUSTON JUNCTION Delete:— all details Carr House West inclusive to Annfield exclusive and substitute:— Carr House (see page 48 for Carr House) to Fell) Greencroft G.F., Annfield Amend:— Amend:—second catch points entry:—	—	1495					— —	25 15	12m. 31chs. to 12m. 17chs. Over junction towards Consett Iron Works (Branch Speed Limit) C. Down line, 381 yards before reaching Down Main Home signal. C. Up line 1147 yards before reaching Up Main Home signal. 11m. 53chs. to 9m. 24chs. C. Up line 3m. 327 yards before reaching Up Main Distant signal. C.W. Up line 3 miles 1232 yards before reaching Carr House East Up Distant signal.	54 66 64 35
Page 48	CARR HOUSE WEST TO FELL Delete:— 'West' from heading, sub heading and signal box.	4	1539					35	35		

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 49	NEWCASTLE (MANORS JN) TO TYNEMOUTH			VIA BACKWORTH							
	Jesmond Station Amend :— Add :—							55 —	— 55	1m. 41chs. to 1m. 79chs. 1m. 51chs. to 1m. 41chs.	
	West Jesmond Station Jn. Add :—							—	30	2m. 5chs. to 1m. 51chs.	
	Benton Station Jn. Add :—							—	30	4m. 68chs. to 4m. 33chs.	
Page 53	RIVERSIDE BRANCH (RIVERSIDE JN. TO PERCY MAIN) Tyne Dry Dock Delete:— Add:—							35 — 35	35 35 —	3m. 39chs. to 4m. 45chs. 3m. 39chs. to 4m. 45chs. 3m. 39chs. to 4m. 30chs.	
	Carville Stn. (LC) Add:—							20	—	4m. 30chs. to 5m. 0chs.	
	WallSEND Slipway G.F. Amend:—							15	15	5m. 24chs. to 5m. 30chs.	
Page 56	DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION) Lofthouse Ground Frame Add:—					URS	17				

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 59	HARE PARK TO CROFTON WEST Hare Park Jn. Amend :—							—	20	171m. 76chs. to 171m. 72chs.	
Page 61	EASTWOOD (L.M.R.) TO NORMANTON GOOSEHILL Elland Delete :— Amend :—					UGL DGL	55			CW Up Loop clear of fouling point with Main line.	551
Page 62	Horbury Station Junction Add :—							—	30	Slow line 45m. 5chs. to 45m. 38chs.	
Page 63	Horbury Junction Add :— Turners Lane Jn. Add :—							20	20	Fast and Slow line, 45m. 38chs. to 46m. 3chs.	
								20	20	49m. 25chs. to 49m. 45chs.	
Pages 66/67	(pages 33/34 Supp. No. 1) DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION) Gledholt Jn. Amend :— Springwood Jn. Amend :—							50	—	Main/Slow line 24m. 60chs. to 25m. 2chs.	
								—	40	Slow line 25m. 15chs. to 25m. 20chs.	
Page 69	PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD (SPRINGWOOD JN.) Brockholes Station Amend :— Honley Station Add :—							40	—	4m. 60chs. to 3m. 23chs.	
								30	—	1m. 67chs. to 1m. 3chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) † in
Page 71	THORNHILL (LNW JUNCTION) TO LEEDS CITY ETC. Add after Ravensthorpe Station :— Ravensthorpe GF Amend :— Dewsbury Station Morley Station Amend :— Farnley Branch Jn. Delete :—							50	50	38m. 16chs. to 39m. 41chs.	
Page 73	LOW MOOR TO THORNHILL JUNCTION Low Moor Delete :— Cleckheaton G.F. Add :— 330 Points Amend :— 329 Points Add :— Reverse the position of Liversedge Tunnel (79 yards) and Oakenshaw Tunnel (67 yards)	2	1356					—	50	39m. 41chs. to 38m. 20chs.	
Page 73	(Page 38 Supp. No. 1) BARNSELY STATION JUNCTION TO HORBURY JUNCTION Barnsley Station Junction Amend :—							30 (both directions)		0m. 37chs. to 4m. 74chs.	
Page 74	Woolley Coal Sidings Add :—							35 (both directions)		2m. 34chs. to 2m. 43chs.	
Page 75	(Page 38 Supp. No. 1) WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION Amend second item :— 174¼m.p. AND GOOSE HILL JUNCTION (184m. 60chs.)							—	30	2m. 23chs. to 1m. 14chs.	
								20	20	46m. 30chs. to 45m. 60chs.	
								70	—	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
										C. Up line 850 yards before reaching First Home signal.	102

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 75 (Page 38 Supp. No. 1) – continued	Amend fourth item :— GOOSEHILL JUNCTION (184m. 60chs.) and 175m.p.							—	70	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
Page 77 (Page 41 Supp. No. 1)	Goose Hill										
	Add :— GOOSE HILL JUNCTION (184m. 60chs.) AND LEEDS CITY (NORTH JUNCTION)							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
	Normanton Station							60	—	183½m.p. to 184m. 60chs.	
	Amend :—										
	Delete :— NORMANTON STATION AND LEEDS CITY (NORTH JUNCTION)							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
Page 78	Woodlesford Station										
	Amend :—							60	60	190m. 40chs. to 190m. 60chs.	
	Waterloo Colliery Sidings										
	Add :—							60	60	192m. 40chs. to 193m. 33chs.	
	Hunslet South Junction										
	Add :—							20	20	193m. 33chs. to 193m. 39chs.	
								60	60	193m. 39chs. to 194m. 37chs.	
Page 80	CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY ETC.										
	Dearne Valley South Jn.										
	Amend :—							15	15	0m. 0chs. (0m. 11chs. Dearne Valley North Branch mileage) to 0m. 13chs.)	

[illegible]

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 91	GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE) Delete heading and table and substitute:— GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE JUNCTION) GOOLE (ENGINE SHED) AND GOOLE (POTTERS GRANGE JUNCTION)							30	30	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
	Goole Engine Shed (See page 89 for Wakefield (Kirkgate) East to Goole Goods Junction) <i>Potters Grange Junction</i> (Controlled by Goole signal box). (See page 112 for Thorne Junction to Gilberdyke Junction).	—	—								
Page 93	WATH ROAD JUNCTION TO BURTON SALMON Dearn Junction Delete:—							20	20	16m. 0chs. to 15m. 45chs.	
Page 93 (Page 46 Supp. No.1)	Hickleton Main Colliery Sidings Amend:—							20	20	13m. 0chs. to 12m. 26chs.	
Page 94	WATH ROAD JUNCTION TO BURTON SALMON Burton Salmon Amend:— Add:—							40 30	— 30	0m. 15chs. to 0m. 0chs. 0m. 15chs. to 0m. 55chs.	
Page 96	LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC. Laisterdyke Ground Frame Delete note:— (see page 98 for Laisterdyke Ground Frame etc.) Delete:—							20	—	Over junction towards Adolphus Street Goods Yard (Branch Speed limit).	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 98	LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD Delete:— heading and table										
Page 101	LEEDS CITY TO SKIPTON (STATION SOUTH) Delete additional Down and Up Passenger lines between Guiseley Junction and Leeds Junction Guiseley Junction Amend:— Leeds Junction Delete block post dot and Add:— (Controlled by Guiseley Junction signal box) Add:—							—	25	Over junction towards Guisley 3m. 39chs. to 3m. 35chs.	
Page 103	LEEDS CITY (WORTLEY JN.) TO HARROGATE NORTH Delete:— Cardigan Road Down G.F. Cardigan Road Up G.F.							25	25	Main lines over Junction to and from Slow lines 205m. 40chs. to 205m. 50chs.	
Page 104	APPERLEY JN. TO ILKLEY STATION Apperley Jn. Add:— Add between Guisley Station and Menston Station:— Menston GF (S3) Menston Station Add:— Burley Junction Amend:— Add:— Ben Rhydding Station Add:—	0	1694					—	40	202m. 46chs. to 202m. 20chs.	
Page 105	SHIPLEY (GUISELEY JN.) TO GUISELEY (ESHOLT JN.) Baillon Station Add:—	1	1100					—	40	208m. 0chs. to 205m. 22chs. 207m. 66chs. to 208m. 51chs. 210m. 25chs. to 209m. 71chs.	
								40	—		
								—	40		
								30	—	1m. 69chs. to 1m. 43 chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) † in
Page 105	SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE STATION)										
	Leeds Junction										
	Delete block post dot and Add :- (Controlled by Guisley Junction signal box)										
Pages 106 and 107 (Page 49 Supp. No.1)	LEEDS CITY TO HULL (PARAGON)										
	Delete all speed restrictions on these pages and substitute :-										
	LEEDS CITY AND MICKLEFIELD (10m. 53chs.)							90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
	LEEDS CITY AND HULL (PARAGON)							60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
								40	40	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	
	Leeds							10	10	All lines station to 20m. 25chs. (Selby to Leeds mileage)	
	Marsh Lane Junction							35	35	20m. 25chs. to 19m. 51chs.	
	Neville Hill West Junction							—	15	Up Goods over junction towards Hunslet 0m. 0chs. to 0m. 4chs. (Neville Hill West to Hunslet mileage)	
								15	15	Neville Hill West junction. All connections Main to Main, Main to Goods and Goods to Main 19m. 6chs. to 18m. 33chs.	
								70	70	18m. 20chs. to 17m. 66chs.	
								60	—	18m. 60chs. to 18m. 20chs.	
								—	50	18m. 20chs. to 19m. 51chs.	
								50	—	19m. 51chs. to 18m. 60chs.	
								80	—	17m. 66chs. to 16m. 0chs.	
	Crossgates Station										
	Micklefield Station										
	MICKLEFIELD (10m. 63chs.) AND HULL (PARAGON)							70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 109	Ferriby Station Amend :-							—	30	Over connection Up Main to Up Slow 7m. 33chs. to 7m. 37chs.	
Page 112	Add :-between Ferriby and Hessel Haven Up IBS 1 mile 1156 yards before reaching Ferriby Station. (Page 52 Supp. No.1) STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JN. Delete all details on this page up to Goole Bridge inclusive and substitute :- <i>Potters Grange Junction</i> (Controlled by Goole signal box). (See page 91 for Potters Grange Junction to Engine Shed).	5	741					—	30	Over Junction towards Engine Shed Junction (Branch Speed Limit)	
TCB	Goole (LC)	0	581								
	Goole Bridge	1	987		UGL DGL		57	60	60	C.W. 768 yards before reaching G50 signal. Over Swing Bridge No.5, 5m. 15chs. to 5m. 2chs.	189

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 113	HESSLE HAVEN TO DAIRYCOATS WEST VIA PRIORITY YARD Hessle Haven Add :—							15	15	3m. 40chs. to 2m. 40chs.	
Pages 113/114	HESSLE HAVEN TO DAIRYCOATS WEST VIA HULL YARD Delete :— "Special Instruction" in first column and substitute an asterisk. Add footnote :— *T.C.B. in Down direction between DW62 signal and HR24 signal.										
Page 117	HULL (WEST PARADE) TO SEAMER WEST Gristhorpe Station (LC) Add :—							30	—	45m. 50chs. to 46m. 42chs.	
Page 118	DAIRYCOATES WEST TO MANOR HOUSE YARD Delete all details Dairycoates West to Manor House Yard and substitute :— Dairycoates West (LC) (See page 113 for Dairycoates West to Hessle Road and page 114 for Dairycoates West to Hessle Haven via Hull and Priority Yards).							20	—	Over junction towards Hessle Road (Branch Speed limit).	
Shunting Area N.B.	Neptune Street	1	569					—	25	Over junction towards Hull Yard (Branch Speed limit).	
	Manor House Yard							10	10	S. Up line, 365 yards before level reaching 9/10 signal. 1m. 51chs. to 1m. 27chs.	
Page 121	ARBERT DOCK SOUTH BRANCH Delete table										
Page 125	NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD ETC. North Shore Amend :— Norton-on-Tees South Amend :—							20	—	Over junction onto Billingham Beck Branch.	
								35	—	Over junction towards Norton-on-Tees West 0m. 0chs. to 0m. 30chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 125	continued Norton-on-Tees Station Amend :— Billingham-on-Tees Station Add :— Delete :— 'NB' in the Down and Up Goods Lines between Norton-on-Tees Station and Billingham-on-Tees Station									CW. Down Goods line clear of fouling point with Main line. CW. Up Goods line clear of fouling point with Main line.	207 (falling) 205
Page 126	NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) Delete :— all locomotives horn codes on this page. Church Street (LC) Delete :— Block post dot, note, and mileage. Hartlepool Station Amend :— Delete bracket in first column between Church Street and Clarence Road.		729					—	15	Over junction towards Goods and Docks lines (Branch Speed limit)	
Page 127	Delete all horn codes on this page. Cemetery North Amend :— Delete footnote :— The Down Main between Church Street and Clarence Road etc. Add footnote :— The Down Main line between Clarence Road and Signal No.35 is worked in both directions. NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) Horndon Station Add :— Easington Station Add :—							20	—	Over junction towards Castle Eden (Branch Speed limit)	
								5	5	Down Goods Loop, over connection towards Hornden Colliery and towards Down Main at 78m. 70chs.	
								5	5	Over trailing connection, Up Main to Easington Colliery Sidings at 80m. 22chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 131	NORTH SHORE BRANCH (GOODS LINES) Delete heading and table and substitute:— NORTH SHORE BRANCH (GOODS LINE) NORTH SHORE BRANCH							25 (both directions)	20	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE. 0m. 4chs. to 0m. 0chs.	
One Train Working	North Shore (See page 124 for Northallerton to Gateshead via Horden) Portrack (L.C.) (P.1) Malleable Works	—	1303								
		—	166								
	BILLINGHAM BECK BRANCH (GOODS LINES) Delete existing table and substitute:— BILLINGHAM BECK BRANCH							35 (Both Directions)	20 (Both directions)	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE. 60m. 50chs. to 60m. 57chs.	
One Train Working	North Shore (See page 124 for Northallerton to Gateshead via Horden)	—	—							C.W. Single line clear of fouling point with main line.	216
	Freightliner Depot G.F. NORTON-ON-TEES WEST TO EAST Norton-on-Tees West Amend:—	—	1646							C.W. Down line clear of fouling point of Junction 563yds. before reaching Norton East Down Branch Home No. 7 Signal.	222 (falling)
Page 132	Amend heading:— BILLINGHAM-ON-TEES TO PORT CLARENCE (PHILLIPS SIDINGS) Belasis Lane Amend note (See page 133 for Haverton South Branch) Haverton Hill Station Delete all details (including speed restriction and first set of catch points) Port Clarence Station Amend:—										
		1	1290								

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 132 - continued	Amend Description of Block signalling column between Belasis Lane and Port Clarence Station to 'Shunting Area' - See Local Instructions Page 336. Amend:- Phillips Siding Junction Amend heading and sub heading:- PORT CLARENCE (PHILLIPS SIDINGS JUNCTION) TO MONSANTO CHEMICAL SIDINGS (GOODS LINES) PHILLIPS SIDINGS JUNCTION AND MONSANTO SIDINGS Amend:- Phillips Sidings Junction										
Page 133	HAVERTON HILL LOOP (GOODS LINES) Delete heading and table and substitute:- HAVERTON SOUTH BRANCH HAVERTON SOUTH BRANCH Belasis Lane (See page 132 for Billingham-on-Tees to Port Clarence) Haverton South	1	60					15 (both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.	
Page 133	HARTLEPOOL GOODS AND DOCKS LINES Delete table up to Clarence Road inclusive and substitute:- CLIFF HOUSE AND CHURCH STREET (71m. 44chs.) Cliff House (See page 126 for Northallerton to Gateshead via Horden). CHURCH STREET (71m. 44chs.) AND HARTLEPOOL STATION (DOCKS) Clarence Road (See page 126 etc.)	-	-					20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
								15	15	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	

One Train Working

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 134	HARTLEPOOL (CEMETERY NORTH) TO HAWTHORNE COMBINED MINE AND COKE PLANT (SOUTH JN.) Amend:— HARTLEPOOL (CEMETERY NORTH) AND PESSPOOL (13m. 26chs.) Cemetery North Delete:— Delete:— CASTLE EDEN AND PESSPOOL (13m. 26chs.) Wellsfield Station Amend:—							20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES.	
								—	25	0m. 5chs. to 0m. 0chs.	
								35	35	MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES.	
								10	—	Over Junction towards Thomley Colliery Branch (Branch Speed Limit.)	
Page 135	THORNLEY COLLIERY BRANCH (GOODS LINES) Amend:— THORNLEY COLLIERY BRANCH							10		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.	
								(both directions)			
Page 137	HAWTHORNE COMBINED MINE AND COKE PLANT (NORTH JN.) TO RYHOPE GRANGE Amend continuous line in first column between Murton (LC) and Ryhope Grange to a dotted line.										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 140 One Train Working (No Staff)	BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM Delete existing table and substitute— BOLDON COLLIERY STATION AND TYNE DOCK BOTTOM Boldon Colliery Station (See page 129 for Northallerton to Gateshead via Horden) Tyne Dock Bottom	—	—					3 0 (both directions)	25 —	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE. 0m. 4chs. to 0m. 0chs. (Boldon Colliery to Green Lane mileage)	
Page 143	DARLINGTON SOUTH JUNCTION TO SALTBURN Urray Nook (L.C.) Amend:—							1 5 (both directions)		0m. 58chs. to 1m. 10chs.	
Page 144	Bowesfield Amend:— Add:— Amend:—									C.W. Down Goods Loop clear of fouling point 555 yards before reaching Signal No.28 Down Goods Loop to Main. S. Trailing end Connections Up Goods to Up Main, 1211 yards before reaching B.803 signal S. Trailing end Connection Down Main to Down Goods 720 yards before reaching Bowesfield No. 11 signal. CW. Up Goods Loop clear of fouling point with Hartburn East Curve 658 yards before reaching Bowesfield B 109 signal. C.Up Main 700 yards before reaching Bowesfield B 129 signal.	247 (Falling) Level Level 231 148

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Date indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 145	Grangetown Station Delete:—									S. Connection from Up Beam Mill Line to Up Goods line.	406
Page 152	NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXC.) Add between Stocksfield Station and Riding Mill Station:— I.B.S. Down line 7080 yards from Prudhoe Station. I.B.S. Up line 6685 yards from Dilston Station.										
Page 157	HALTWHISTLE TO ALSTON Alston Station Add:—							10 (both directions)		Over Accommodation Crossing 12m.65chs. to 12m. 67chs.	
Page 158	BACKWORTH JUNCTION TO MORPETH VIA SEGHILL Bebside Station (LC) Delete:— Block post dot and mileage Bedlington South (LC) Amend:—	2	1413								
Page 159	(Page 71 Supp No.1) Netherton Colliery GF (controlled by Hepscott Signal Box) Delete all details including speed restriction over Junction towards Netherton Colliery. Hepscott Station (LC) Amend:—	3	570								
Page 161	PERCY MAIN NORTH TO EARSdon JN. Earsdon Add:— NEWSHAM TO ISABELLA COLLIERY (GOODS LINE) Amend Isabella (LC) (P.1)							—	20	0m. 5chs to 0m. 30chs.	
Page 162	NETHERTON COLLIERY (BRANCH GOODS LINE) Delete heading and table.										

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE D2 – LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND TICKET, AND "ONE TRAIN ONLY" ARRANGEMENT (WHERE PERSONS OTHER THAN THE SIGNALMEN ARE AUTHORISED TO DELIVER OR RECEIVE THE TOKEN OR STAFF).

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
-----------------	------------------------	--

Page 165

Amend heading and item

PORT CLARENCE (PHILIPS SIDINGS JUNCTION) TO MONSANTO CHEMICAL SIDINGS

Philips Sidings Junction to Monsanto Chemical Sidings	Port Clarence Yard	Person-in-Charge
---	--------------------	------------------

LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD

Delete :- heading and item

TABLE E—LOCAL HORN CODES**Pages 166–173**

Delete headings, sub headings and all horn codes on these pages.

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
------	----	------	---

Page 176**DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE**Add:-
TYNE

Down Departure Line B or C or Sidings 1 to 6	To rear of G.P.L. signal TY.147	Down Departure/ Down Slow	Freight Vehicles
--	------------------------------------	---------------------------------	------------------

Page 177**CONSETT NORTH TO OUSTON JUNCTION**

Delete heading and items.

CARR HOUSE WEST TO FELL

Delete 'West' from heading and items.

FRICKLEY COLLIERY BRANCH

Delete heading and item.

Page 178**BARNSELY STATION JUNCTION TO HORBURY JUNCTION**

Amend:—

Horbury Junction	Flockton Sidings	Up Main	40 S.L. Units with or without brake van.
------------------	------------------	---------	--

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

Add:—

Hunslet South Junction	Wakefield Road	Up Goods	16 S.L. Units. Clear weather only.
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EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**TABLE F – continued**

From	To	Line	Number of Vehicles and Special Conditions
Page 178 – Add:–			
DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)			
Huddersfield GPL Signals 79/85	Huddersfield To rear of GPL Signals 164/168	Platform 1 Up Main Platform 4 Down Main Platform 8 Up Loop	Empty coaching stock, including empty diesel multiple units.
Huddersfield GPL Signals 79/85	Huddersfield Station	Platform 1 Up Main Down Main Platform 4 Platform 8 Up Loop	12 four-wheeled parcel vans. 40 SLU freight vehicles with or without brake vans leading.
Huddersfield GPL. Signals 164/168	Huddersfield Signals 641/643	Platform 8 Platform 4 Down Main Up Main Platform 1	Empty coaching stock, including empty diesel multiple units.
Huddersfield GPL. Signals 164/168	Huddersfield Station	Platform 8 Platform 4 Down Main Up Main Platform 1	12 four-wheeled parcel vans. 40 SLU freight vehicles.

BARNESLEY STATION JN. TO HORBURY JN.

Delete heading and item

Page 179

Add:–

GOOLE (ENGINE SHED) TO GOOLE

Goole (Down Main)	Engine Shed Junction	Up Wakefield	45 S.L.U.'s with or without brake van. Clear weather only.
Engine Shed Jn.	Goole (Down and Up Loop)	Down Wakefield	57 S.L.U.'s. Clear weather only.

Page 179 (Page 80 Supp. No.1)**GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)**

Delete heading and item

Page 180**LEEDS CITY TO SKIPTON (STATION SOUTH)**

Delete:–

Shipley Guiseley Junction	Shipley Leeds Junction	Down Main	1 brake van during fog or falling snow.
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Add:–

APPERLEY JUNCTION TO ILKLEY STATION

Apperley Jn.	Esholt Jn.	Down Main	6.S.L. Units In clear weather only.
Esholt Jn.	Guiseley Station	Down Main	6.S.L. Units In clear weather only.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE F – continued

From	To	Line	Number of vehicles and Special Conditions
------	----	------	--

Page 180 (Page 80 Supp No.1)

STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION

Delete heading and item

Page 181

HULL YARDS ETC.

Delete:—

Albert Dock	Dairycoates West	Up	ECS or freight wagons etc.
Dairycoates West	Albert Dock	Down	ECS or freight wagons etc.

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD ETC.

Delete:—

Church Street	Clarence Road	Down Main)	Empty Coaching stock etc.
Clarence Road	Church Street	Up Main)	

BILLINGHAM-ON-TEES TO PORT CLARENCE ETC.

Delete heading and item

Page 182

BILLINGHAM BECK BRANCH

Delete heading and item

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Remarks
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Page 185

Add:—

BARNSELY STATION JN. TO HORBURY JN.

Horbury Junction	Flockton	Down Main	45 SLU's with or without brakevan.
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From	To	Line	Remarks
		Down	
		Up	

Page 186

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD ETC.

Delete:—

Church Street	Clarence Road	—	Main	May be drawn only with or without brakevan.
---------------	---------------	---	------	--

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H1 – WORKING OF FREIGHT VEHICLES WITHOUT BRAKE VAN IN REAR – THE RULE BOOK
SECTION H, CLAUSES 6.1 AND 14.1

From	To	Line	Number of vehicles and special conditions
------	----	------	---

Page 187

YORK YARDS (HOLGATE JUNCTION) TO YORK (SKELTON)**Amend:—**

York	York Yard South	Down Leeds Goods Down Goods	50 S.L.U.'s
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Page 188

CONSETT NORTH TO OUSTON JUNCTION**Delete** heading and items**CARR HOUSE WEST TO FELL****Delete** :- 'West' from heading and items**DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)****Add:—**

Huddersfield Signals 169/170 GPL Signals 164/168	Huddersfield Signals 641/643	Platform 8 Platform 4 Down Main Up Main Platform 1 Down Loop	—
--	---------------------------------	---	---

Add:—**THORNHILL (LNW JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)**

Thornhill (LNW Junction) G.P.L.575	Ravensthorpe G.F.	Down Main	—
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Page 189

Amend:—**GOOLE (ENGINE SHED) TO POTTERS GRANGE JUNCTION**

Goole Potters Grange Jn.	Goole Engine Shed	Up	—
Goole Engine Shed	Goole Potters Grange Jn.	Down	—

Page 190 (Page 84 Supp No.1)

STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION**Delete** heading and items.

Page 190

HULL YARDS ETC.**Delete:—**

Albert Dock	Dairycoates West	Up	—
Dairycoates West	Albert Dock	Down	—

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H1 – continued

From	To	Line	Number of vehicles and special conditions
Page 191			
BILLINGHAM BECK BRANCH			
Delete heading and item			
Amend headings:—			
BILLINGHAM-ON-TEES TO PORT CLARENCE (PHILLIPS SIDINGS)			
PORT CLARENCE (PHILLIPS SIDINGS JUNCTION) TO MONSANTO CHEMICAL SIDINGS			
BILLINGHAM-ON-TEES TO PORT CLARENCE ETC.			
Delete existing entries and substitute:—			
Billingham-on-Tees	Port Clarence (Philips Sidings)	Down	—
Port Clarence (Philips Sidings)	Billingham-on-Tees	Up	—
Add:—			
HAVERTON SOUTH BRANCH			
Belasis Lane	Haverton South	Single	—
Haverton South	Belasis Lane	Single	—
Page 191 (Page 84 Supp. No. 1)			
NORTH SHORE BRANCH			
Delete existing items and substitute:—			
North Shore	End of Branch	Single (Both directions)	20 S.L. Units.
Page 192			
DARLINGTON (SOUTH JUNCTION) TO SALTBURN			
Amend:—			
Bowesfield	Grangetown	All Down Goods lines including Middlesbrough Goods Yard Arrival line, Beam Mill Line, Wilton I.C.I. line and Tees Dock line.	—
Grangetown	Bowesfield	All Up Goods lines including Middlesbrough Goods Yard Departure line, Beam Mill line, Wilton I.C.I. line and Tees Dock line.	—
Add:—			
Grangetown	Teesport (Shell Refinery)	Shell Siding	10 S.L.U's. Clear weather only
Teesport (Shell Refinery)	Grangetown	Shell Siding	10 S.L.U's. Clear weather only.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H1 – continued

From	To	Line	Number of vehicles and special conditions
Page 192 – Add – continued			
MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY			
Delete :-			
Middlesbrough North Ormesby	Middlesbrough Guisborough Jn.	Up	—
Middlesbrough Guisborough Jn.	Middlesbrough North Ormesby	Down	—
NORMANBY BRANCH			
Amend items			
Cargo Fleet	End of Branch	Single	—
End of Branch	Cargo Fleet	Single	10 wagons
MIDDLESBROUGH OLD TOWN BRANCH			
Delete heading and entries			

TABLE H2 – WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKEVAN BEYOND STATION LIMITS

From	To	Line	No. of vehicles and Special Conditions
Page 194			
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD ETC.			
Delete:—			
Stranton	Church Street	Down Main	—
Church Street	Stranton	Up Main	—
Church Street	Clarence Road	Down Main	—
		Down Goods	
DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)			
Add:—			
Huddersfield Signals 169/170	Huddersfield Signals 641/643	Platform 4	—
GPL. Signals 164/168		Down Main	
		Up Main	
		Platform 1	
		Platform 8	
Huddersfield Station	Huddersfield To rear of GPL. Signals 164/168	Platform 1	—
		Up Main	
		Down Main	
		Platform 4	
		Platform 8	
		Up Loop	

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS—THE RULE BOOK,
SECTION H, CLAUSE 3.20.1

From	To	Class of Train	Conditions	Remarks
Page 196 (Page 86 Supp. No.1)				
WAKEFIELD (KIRKGATE) EAST TO GOOLE				
Amend :—				
Calder Bridge	Oakenshaw South Jn.	F	N	Trains of more than 42 Wagons.
CONSETT NORTH TO OUSTON JUNCTION				
Amend:—				
Consett North	Carr House	F	—	—
CARR HOUSE WEST TO FELL				
Delete 'West' from heading and item.				
Page 198				
Add:—				
BILLINGHAM BECK BRANCH				
North Shore	Freightliner Terminal Ground Frame	F	—	Freightliner trains

TABLE L – ENGINEERS RAIL MOTORS

From	To
Page 203 (Page 88 Supp No.1)	
Amend:—	
Goole	Thorne Moor

TABLE O – INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Point at which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released
Page 210			
DARLINGTON (SOUTH JUNCTION) TO SALTBURN			
Delete :—			
Cargo Fleet Inner	Tees Yard	No.2 Underbridge	No.16 Sub signal Cargo Fleet.
Add :—			
Skippers Lane	Cargo Fleet Old Station Level Crossing	No.2 Underbridge	No.1 Footbridge.
BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS)			
Amend:—			
Eastgate Cement Co. Sdgs.	Bishop Auckland	14 mile post	9½ mile post

EASTERN REGION SECTIONAL APPENDIX -- NORTHERN AREA -- continued**TABLE O -- continued**

From direction of	Proceeding towards	Point at which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released.
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Page 210 -- continued**CONSETT NORTH TO OUSTON JUNCTION**

Amend first two items in first column to 'Carr House'.

Page 213**LAISTERDYKE G.F. TO ADOLPHUS STREET GOODSYARD**

Delete:-- heading and item

TABLE P1 -- LEVEL CROSSING GATES -- OPENING AND CLOSING BY TRAINMEN

Name of Crossing	Situated at or between	Remarks
------------------	------------------------	---------

Page 216

Add :--

NEWSHAM TO ISABELLA COLLIERY

Isabella	Newsham North and Isabella Colliery	Lifting barriers operated by guard.
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TABLE P2 -- AUTOMATIC HALF-BARRIERS

Name of Crossing	Signal boxes between (Supervising box first)
------------------	--

Page 217**DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC**

Amend :--

Fallodon	Chathill Station -- Little Mill
----------	---------------------------------

TABLE P4 -- OPEN LEVEL CROSSINGS WITHOUT BARRIERS OR GATES

Name of Crossing	Located			Remarks
	Between	Miles	Chains	

Page 219

Amend heading and items

PORT CLARENCE (PHILLIPS SIDINGS JUNCTION) TO MONSANTO CHEMICAL SIDINGS

North Tees	Phillips Sidings Jn. and Monsanto Sidings	0	33	Plungers in telephone case, etc.
Seal Sands	Phillips Sidings Jn. and Monsanto Sidings	1	14	Plungers in telephone case, etc.

Page 220

(a) (ii) CROSSINGS WHERE TRAINS MUST STOP BEFORE PROCEEDING OVER THE CROSSING

Add:--

BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS)

Kielder Water, Stanhope	Wolsingham 11 and Eastgate A.P.C.M.	54	Applies in Up direction only. Red Flashing road signals are provided.
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EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE P4 – continued

Name of Crossing	Located			Remarks
	Between	Miles	Chains	
Page 220 – continued				
Amend heading and item:—				
PORT CLARENCE (PHILLIPS SIDINGS JUNCTION) TO MONSANTO CHEMICAL SIDINGS				
I.C.I. Brinefield	Phillips Sidings Jn. and Monsanto Sidings	1	30	—
(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING.				
Add:—				
BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS)				
Kielder Water, Stanhope	Wolsingham 11 and Eastgate A.P.C.M.	54	Applies in Down direction only.	

TABLE S1 – INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding	Situation	Line connected with	Method of control
Page 222			
Add :–			
THORNHILL (LNW JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)			
Ravensthorpe Power Station	Between Ravensthorpe Station and Dewsbury Station	Down Main	Ground frame electrically released by Healey Mills signal box.
CONSETT NORTH TO OUSTON JUNCTION			
Amend situation column 'Between Annfield and Carr House'			
Page 223			
LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE NORTH			
Delete:– heading and items			
DARLINGTON SOUTH JUNCTION TO SALTBURN			
Delete:–			
Church Lane Level Crossing Ground Frame	Between Redcar and Longbeck	Down Main	Ground Frame electrically controlled by Redcar etc.

TABLE S2 – TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF RAILWAY TO THE TOKEN OR STAFF STATION IN THE REAR

Siding from	To	Remarks
Page 224		
BILLINGHAM BECK BRANCH		
Delete heading and entries		

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE S3 – INTERMEDIATE SIDINGS CONNECTED WITH RUNNING LINES WHICH ARE WORKED UNDER SPECIAL ARRANGEMENTS AND FROM WHICH TRAINS MAY RETURN IN THE WRONG DIRECTION TO THE SIGNAL BOX IN REAR.

Siding	Position	Remarks
Page 224		
APPERLEY JUNCTION TO ILKLEY STATION		
Amend:–		
Menston Sidings	Between Guisley and Menston Station	Ground Frame released by Annetts key, returning to Guisley Sidings Ground Frame also released by Annetts key.

TABLE U – TOWING VEHICLES – THE RULE BOOK, SECTION J, CLAUSE 3.6.

Place	Line	Remarks
Page 226		
Add:–		
WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)		
Stourton B.S.C. Sidings	Loaded Siding to Empty Road	To move shunts of 2 wagons only : from Loaded to Empty Sidings.

TABLE Z – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 229			
Add:–			
Leeds, Whitehall Junction	Bradford, Mill Lane Junction	Up and Down Main	–
Amend:–			
Leeds City East Junction	Selby South Junction	Up and Down Main	–
Page 229 (Page 95 Supp. No.1)			
Amend:–			
Wakefield Kirkgate East (Excl.)	Hensall (Drax Power Station Branch Jn.)	Up and Down Main	–

INSTRUCTIONS RELATING TO THE RULE BOOK**Page 230****SECTION C – FIXED SIGNALS****Clause 5.9 – Clearing of stop signals when signal next ahead is at Danger**

Signal Box	Signal at which exemption is given	Remarks
Delete:–		
Kirkstall	Up Main Home No.43 signal	In clear weather only

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

SECTION H – WORKING OF TRAINS

Signal Box	Line	Station Limits
Page 231		
Delete:-		
Huddersfield	Up Fast	From HU 75 to HU 171 signal
	Up Slow	From HU 77 to HU 175 signal
	Down Fast	From HU 165 to HU 71 signal
	Down Slow	From HU 169 to HU 73 signal

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Pages 232 – 236

WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Delete whole entry and substitute the following:-

Referring to the instructions contained in the General Appendix the following additional instructions apply in the Eastern Region:-

Clause 4 (Tail Traffic)

Tail traffic in the form of bogie vehicles or four or six wheeled vehicles having a wheelbase not less than 15 feet, may be attached to Diesel Multiple Unit trains working over the routes shown below, subject to the over-riding limitation that the tail load attached to a unit of lightweight construction must not exceed 25 tonnes gross. All units of lightweight construction are clearly identified by the letters "LW" stencilled on their headstocks. The normal speed limits and permanent speed restrictions must be observed together with the instructions in regard to the conveyance of four-wheeled vehicles by passenger trains.

Route	Train Formation	Minimum Horsepower	Maximum Tail Load
Between :- (In both directions)			
Darlington and Bishop Auckland			
Darlington, Stockton & Thornaby			
Darlington and Saltburn			
Hull and Leeds			
Hull and Scarborough	2 car	300	25 tonnes gross
Hull, Doncaster and Sheffield	4 car	600	40 tonnes gross
Leeds and Huddersfield via Dewsbury or Wakefield	2 car	400	
Leeds and Doncaster	3 car	600	65 tonnes gross
Leeds and Harrogate	2 car	600	90 tonnes gross
Leeds and Sheffield (all routes)	5 car	900	
Leeds and Skipton			
Leeds and York			
Newcastle and Berwick via Heaton	4 car	900	120 tonnes gross
Newcastle and Carlisle	4-6 car	1200	
Newcastle and York – via Durham or Stockton			
York and Doncaster			
York and Harrogate			
York and Scarborough			
York and Selby via Church Fenton			
York and Sheffield			

For Parcels Only Trains When not covered by the Above (All engines must be operative)

Middlesbrough to Darlington	2 car	600	180 tonnes gross
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EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued****Page 232 – 236 – substitute – continued**

Notes 1. For the purpose of this instruction the following maximum vehicle gross weights apply.

	Loaded	Empty
BZ, BGZ, BY, CCT, PMV & SPV	25 tonnes	17 tonnes
B, Siphon G, BG and GUV	40 tonnes	32 tonnes

2. The addition of a tail load will add to the journey time. This additional time is allowed for in the timings of certain trains only and tail loads should not be attached unless diagrammed or specially authorised by the Regional H.Q.
3. For each inoperative engine in the above train formations the maximum tail load must be reduced by 35 tonnes.

Clause 4a (Shunting of Tail Vehicles)

When it is necessary for a propelling movement to be made when attaching or detaching vehicles the diesel Multiple Unit must be driven from the leading end and a guard or shunter must ride with the driver. The movement must be controlled by a shunter on the ground and must not be commenced until the route is set throughout.

Clause 6 – Buzzer Code

In the event of a failure of the buzzer communication arrangements must be made to have the unit taken out of traffic as soon as possible for the defect to be remedied.

Whilst the unit remains in traffic, handsignals must be used.

Page 242

Add:-

CONVEYANCE OF DEAD DIESEL MULTIPLE UNIT STOCK

Referring to the instructions contained in the General Appendix:-

1. The service for conveyance of "Dead" D.M.U. stock must be pre-arranged.
2. Where a "Dead" lightweight D.M.U. vehicle is at the rear and the trailing end is not fitted with a tail lamp bracket, it may be marshalled inside a vehicle not exceeding 17 tonnes gross weight on which the tail lamp can be correctly displayed. In such circumstances a second "Dead" lightweight D.M.U. vehicle must not be conveyed.
3. When a D.M.U. vehicle is conveyed on a locomotive hauled train, the vacuum train pipe only must be used. This pipe is painted red and when viewed by a person facing the end of the vehicle, is on the right-hand side of the draw gear.

Page 243**INSTRUCTIONS REGARDING STEAM AND/OR ELECTRIC HEATING OF TRAIN SETS AND THE TEMPERATURE CONTROL OF AIR CONDITIONED COACHES**

Delete heading and instructions up to but excluding sub heading – A. STEAM HEATING OF COACHING STOCK TRAINS and make 'STEAM HEATING OF COACHING STOCK TRAINS' the main heading for the remaining instructions.

Pages 246 – 248**B. STONES SYSTEM OF PRESSURE VENTILATION AND HEATING OF COACHING STOCK**

Delete sub heading and instructions.

C. ELECTRIC HEATING OF COACHING STOCK

Delete :- sub heading and item.

D. AIR CONDITIONING OF COACHING STOCK

Delete sub heading and item.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
OTHER GENERAL INSTRUCTIONS

Page 256 (Page 100 Supp. No.1)

CONVEYANCE OF DIESEL MULTIPLE UNITS BY LOCOMOTIVE HAULED TRAINS
Delete heading and item (see page 242 of the Sectional Appendix)

Page 257 (Page 103 Supp No.1)

AIR BRAKED NETWORK SERVICES

1. The vehicles concerned must be marked 'S' or 'SS' etc.

Delete existing number series and substitute:—

Covered Vans

2183 214 8500–603
2183 214 8610
2183 214 8620–720
2183 214 8750–885
2183 214 8899
2183 214 8900–973
2183 214 8999

Refrigerated Vans

2183 804 5000–076
2183 804 5100–550
2183 804 5600–675
2183 804 5698–699
2183 804 6200–496
2183 804 6500–503
2183 804 6900–913

Add additional paragraph:—

3. B.R. owned Ferry wagons with prefix number 2170, 2670 or 3170, bearing yellow panels, may be attached to these services with load category H, M, L or E.

TRANSIT OF HYDROCYANIC ACID TANKS

Delete heading and item

BREAKDOWN TRAIN ARRANGEMENTS – NEWCASTLE DIVISION

Siding	Position	Remarks
Page 260		
THORNABY		
Delete	Stockton (North Shore)	Haverton Hill (via Billingham Beck Branch)
Add:—	Billingham Beck Branch Haverton South Branch	
YORK		
Delete :-		
Also covers for serious Breakdowns :-		
	Barlby North Junction	Seamer West (Exc)
	Hull	
	Hull Yards and Docks	

Page 263

CRANES FROM OTHER DIVISIONS AND REGIONS

Restrictions

Amend:—

Haverton South Branch
Billingham Beck Branch
Permitted only in case of emergency etc.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**OTHER GENERAL INSTRUCTIONS – continued****Page 264****SHUNTING LOCOMOTIVES – OPERATION OF TRACK CIRCUITS****Delete** first paragraph only and **substitute**:-

Locomotives with a wheelbase of 9 feet or less must not travel over Main Running lines unless working with at least one vehicle attached.

When working with one vehicle only, the vehicle, except in the case of a brakevan, must be regarded as part of the locomotive; it must be of low-sided, open type, with two lamp brackets at each end and with the vacuum brake in operation. One such vehicle may be propelled without restriction.

When it is necessary to couple or uncouple the one vehicle to or from a locomotive, this will be the duty of the Secondman. If no Secondman is employed, it will be the duty of the Guard or Shunter. The duty of coupling and uncoupling the locomotive/vehicle to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendix.

A diesel locomotive running with one vehicle only attached must for signalling purposes, be treated as a light engine. In all such cases the Signaller signalling the movement must advise the Signaller in advance, by telephone, that one vehicle is attached.

When working with the one vehicle attached, special care must be exercised in the carrying out the provisions of the Rule Book, Section J, Clause 3.13.

Page 265**Add**:-**CONDUCTORS ON C.C.E. MECHANISED MAINTENANCE MACHINES**

On C.C.E. Mechanised Maintenance Machines not fitted with D.S.D. equipment, notices are being fitted relating to 'Engine Stop' and 'Hand Brake'.

In case of emergency, the Conductor must apply the hand brake and then operate the Engine Stop Button until the machine comes to rest.

Page 268 – (Page 108 Supp. No. 1)**LIST OF SINGLE LINES CONTROLLED BY TRACK CIRCUITS
AND DIRECTION LEVER/SWITCHES****Delete** :-**SHILDON TO SHILDON NORTH JUNCTION****Amend** last sentence of first paragraph to read :-

"In connection with Instruction 7, except as provided above, the Driver must have received the Pilotman's authority".

Page 271**Add** as last item on this page:-**RAIL CLAMP POINT LOCKS – WORKING DURING FAILURE**

The instructions for Electrically Operated Points – Working by Crank Handle in case of failure apply, but where reference is made to crank handle this should be read as "Detachable Handle and Key".

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS

Pages 278 and 279 (Pages 110 and 111 Supp No.1)

DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC**YORK****Starting Bells and Indicators to Drivers**

Amend :- 8N and 9N to 8 (b) and 9 (b),
8S and 9S to 8 (a) and 9 (a).

Page 280

YORK STATION**STEAM HEATING APPARATUS : FILLING OF LOCOMOTIVE BOILER WATER TANKS**

Amend : last line of third paragraph to read:-
"and the North Ends of No.9 and 14 platforms".

MP714

SHAFTHOLME TO SELBY BRAYTON**Delete** existing items and **substitute:-**

Engineers self-propelled "on track" machines are prohibited from running between Shaftholme and Brayton with the following exceptions:-

Tamping Lining Machines Types 07-16 and 07-275 (S & C).

Plasser 07-16 special

Ballast Regulator – Plasser U.S.P. 5000C.

Ballast Cleaner – Matisa 3B5, 8C B5. Plasser RM.62(3), RM.62(4), RM.62, RM.62A.

Matisa C.311.

Page 283 – Add:-

TYNE**Propelling Movements**

When a train on Down Departure line B or C or on Down Sidings 1 to 6 is to be propelled on to the Down Slow line and is ready to proceed, the Guard must advise the Departure Yard Supervisor.

When the G.P.L. signal concerned has been cleared, the Departure Yard Supervisor will verbally advise the Driver and this will be the Drivers authority for the propelling movement to commence.

Page 287

YORK TO SCARBOROUGH**Add – APPLETON OIL SIDINGS, SCARBOROUGH****Working Manual for Rail Staff (B.R.20054), pink pages, Clause E2/17 (a):-**

Paragraph 3 does not apply

Page 288

Add:-**YORK (SKELTON) TO HARROGATE NORTH****HESSAY W.D. (G.F.)**

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token, the guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

Page 290

MERRY-GO-ROUND WORKING WITHIN WARDLEY COLLIERY**Delete** heading and item

Pages 290/293

FERRYHILL (TURSDALE JUNCTION) TO PELAW VIA LEAMSIDE—INSTRUCTIONS TO TERMINAL STAFF FOR WORKING TRAINS AND LIGHT LOCOMOTIVES: TYNE FREIGHTLINER TERMINAL**Delete** sub heading and instructions and **substitute:—****NEWCASTLE (FOLLINGSBY) FREIGHTLINER TERMINAL**

1. The Terminal Overseer is responsible for all rail movements within the terminal. He will maintain liaison with Divisional Control, Newcastle, and with the Signaller at Wardley Signal box.
 2. Entry to and exit from the terminal are by means of ground frame points on the Down line on the Leamside Line. Release of the ground frame is controlled by the Signaller at Wardley Signal box and the points lock both ways. Direct telephone communication is provided between the ground frame and the Signaller box. Points inside the terminal are hand operated.
 3. **Train Arrival**
 - 3.1 **Preparation**
The Terminal Overseer, or his nominated representative, will proceed to the ground frame, setting hand points for the appropriate road on the way and arriving in time to accept the train without delay.
 - 3.2 **Arrival via Pelaw**
 - 3.2.1 The Terminal Overseer will operate the ground frame and the Signaller may then allow the train to cross the Down line and enter the terminal.
 - 3.2.2 The Terminal Overseer will handsignal the train over the ground frame points, and the driver must proceed into the terminal, or run-round loop, and stop the train upon receipt of a handsignal from the person nominated for this duty.
 - 3.2.3 If the train is routed into the run-round loop, the Terminal Overseer will supervise the locomotive run-round movement, and the hauling of the train out of the loop to enable the points to be set for the terminal. The propelling movement into the terminal will then be authorised.
- Add** New clause 3.2.4. The Terminal Overseer will then set the ground frame to normal.
- 3.3 **Arrival via Usworth**
 - 3.3.1 When the train has passed over the ground frame points on the Down line, the Terminal Overseer will advise the Signaller accordingly.
 - 3.3.2 The Terminal Overseer will then operate the ground frame and start the propelling movement into the terminal by depressing the "Shunt Back" plunger and operating the switch which will cause the "Shunt Back" board to be illuminated.
NOTE: Two boards are provided on the Down line north of the terminal, marked 10 and 15 respectively. These indicate to the driver when the rear of the train of 10 to 15 vehicles will be clear of the ground frame points.)
 - 3.3.3 The Terminal Overseer will set the ground frame to normal when the train has passed over it completely.
 - 3.3.4 The driver must stop for instructions in the terminal at the illuminated notice board situated at the entrance to the crane area. The person nominated by the Terminal Overseer will direct the driver where to berth the train.
 - 3.4 **Handbrakes**
The guard must apply the hand brakes to at least three wagons at the locomotive end of the train and report to the Terminal Overseer that he has done so. The locomotive may then be detached.
 - 3.5 **Disposal of Locomotive**
The Terminal Overseer will arrange the departure of the locomotive with the Signaller. The train crew are responsible for the operation of the ground frame when the locomotive leaves the terminal.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Pages 290/293 – substitute – continued****4. Train Departure****4.1 Arrival of Locomotive**

- 4.1.1 The Signalman must inform the Terminal Overseer, by telephone, of the approach of the locomotive.
- 4.1.2 The Terminal Overseer will ensure that the hand points within the terminal are correctly set for the appropriate road and then advise the Signalman that he may allow the locomotive to proceed as far as the marker board at the entrance to the crane area.
- 4.1.3 The train crew are responsible for the operation of the ground frame in accordance with the Signalman's instructions.
- 4.1.4 Immediately on arrival the guard must report to the Terminal Overseer.
- 4.1.5 After the locomotive has been attached to the train, the guard must release the hand brakes on the wagons and then co-operate with the driver in carrying out the brake continuity test. The guard must advise the Terminal Overseer when this has been satisfactorily completed.

4.2 Train Preparation

The Terminal Overseer will ensure that the loading of the train is completed, with all containers secure and the tail lamp in place (lit if necessary). He will prepare the train preparation certificate and the consist, but the handing over of these documents does not constitute authority to move the train. Such authority will be given separately by the Terminal Overseer.

4.3 Departure via Pelaw

- 4.3.1 The Terminal Overseer, or his nominated representative, will obtain release of the ground frame from the Signalman.
- 4.3.2 The Terminal Overseer, will operate the ground frame and advise the guard when he may start the train.
- 4.3.3 When the train has cleared the ground frame points the Terminal Overseer will return them to normal.

4.4 Departure via Usworth

- 4.4.1 The train must be propelled out of the terminal and across the Up line. The signalman must set the whole route for this propelling movement before the train is allowed to start. The Terminal Overseer must then obtain release of the ground frame from the Signalman.
- 4.4.2 The Terminal Overseer will operate the ground frame and advise the guard when he may start the train.
- 4.4.3 If the locomotive cannot run to the South end of the train, for it to be propelled to the Up Main the train must be hauled out of the terminal.
- 4.4.4 The Terminal Overseer after operating the ground frame will advise the Guard when the train may depart from the terminal.
- 4.4.5 When the train has cleared the points leading to the run-round loop, authority for the propelling movement into the run-round loop will be given by illumination of the Shunt-back notice board provided.
- 4.4.6 After the run-round movement has been completed, the movements will then be as detailed in 4.4.1., 4.4.2.
- 4.4.7 The Terminal Overseer will return the ground frame to normal when the train has cleared the points.

Page 293 (Page 114 Supp. No.1)

CONSETT BRANCH**Amend:-**

During single line working over the Consett Branch (Ouston Junction to Consett North) all unfitted and partly fitted trains towards Consett travelling over the single line must be assisted by a locomotive in rear.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
LOCAL INSTRUCTIONS – continued

Page 295

DONCASTER MARSHGATE JUNCTION TO LEEDS CITY (WEST JUNCTION)
 Add:—

SOUTH ELMSALL STATION

Train Arrivals, Down Platform. Drivers of locomotive hauled trains must bring their train to a stand with the first vehicle at the appropriate "coach length" notice board.

SOUTH KIRKBY COLLIERY SIDINGS

Delete existing instructions and **substitute:—**

All trains must be drawn into South Kirkby Colliery.

Movements between the Main Line connections and the level crossing must not exceed 15 m.p.h. On the remaining section of the Bunker Arrival/Departure line and the Run-Round line, the speed must not exceed 5 m.p.h.

When the signal is cleared for a train to proceed through the Bunker, prior to loading, the train must proceed at a maximum speed of 3 m.p.h. to enable tare weighing of the wagons to be carried out, and the train must proceed to the furthestmost loading control signal.

When the loading control signals are displaying the appropriate aspect, the Driver must engage the Slow Speed Control to maintain a speed of ½ m.p.h. during loading operations.

The Guard must position himself near the lineside plunger during loading and be prepared to operate the plunger to stop the train should any emergency arise. The Guard must not give authority for loading to re-commence until he is satisfied it is safe to do so. When the last wagon has entered the Bunker, the Guard must operate the loading control signals by means of the lineside plunger to stop the train before the locomotive enters the bunker. **THE LAST WAGON MUST ALWAYS BE LOADED WHILST THE TRAIN IS STATIONARY.**

After loading and gross weighing have been completed, and the locomotive is clear of the weighbridge, the train must be brought to a stand with the locomotive opposite the notice board worded:—
PROPELLED TRAINS LOCOMOTIVE STOP – WAIT FOR "OFF" INDICATION BEFORE PROCEEDING.

The Driver must then disengage the Slow Speed Control and upon the "OFF" indication being illuminated at the notice board the train must be propelled towards the level crossing. In the case of a train which is to be drawn out of the colliery, the movement must be brought to a stand clear of the spring points located between the Bunker and the level crossing to enable the locomotive to run round via the Run-Round line. Otherwise the movement must be brought to a stand as soon as the locomotive is clear of the level crossing.

Whenever a run-round movement is completed, the Driver must draw the train down to the outlet signal in order to clear the level crossing. The Rule Book Section C Clause 5.4.1 is hereby modified.

When the train is ready to depart the colliery, the Guard must ascertain, by telephone, at L.648 signal, the route the train is to take and inform the Driver accordingly. A train routed via the Down Doncaster line may be propelled from the colliery along the Marshalling Loop to the rear of L.654 ground position light signal. A propelling movement, however, must not be made until the Signaller at Leeds has been advised that a propelling movement is intended.

Cripple Siding

When it is necessary to detach a defective wagon into the Cripple Siding, the Guard must inform the Bunker Operator and obtain the assistance of an N.C.B. pointsman who will be responsible for reversing the spring points leading from the Bunker Arrival/Departure line to the Run-Round line during the detaching movement.

Level Crossing.

The level crossing barriers and associated road traffic lights are remotely operated from the NCB Control Room with the aid of Closed Circuit Television. Whenever a failure of any of the apparatus affecting the normal operation of the level crossing occurs, or there is a failure of the power supply, a Crossing Attendant will be provided. Trainmen must be prepared to work to his verbal instruction or handsignals.

Failure Of The Notice Board Indicator Located Near The Bunker.

If, at the completion of loading, the train is delayed an unusually long time awaiting an "OFF" indication, the Guard must ascertain the reason from the Bunker Operator. Should information be received that there is a failure condition, either with the equipment or at the level crossing, the Guard must reach a proper understanding with the person controlling the level crossing, by telephone, and obtain his authority to proceed.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

Page 295

DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION)**NOSTELL**Delete sub heading and instruction and **Substitute:–****NOSTELL COLLIERY**

1. Drivers of trains conveying M.G.R. wagons for Nostell Colliery must bring their train to a stand with the locomotive at the "30 MGR" wagon marker board. As far as practicable, trains conveying conventional wagons must be similarly dealt with.
2. Between the hours of 06 00 and 15 00 Monday to Fridays only the Guard must obtain an assurance from N.C.B. staff, by telephone, that no conflicting movements will be made.
3. A loud sounding bell to be operated by the Guard to authorise the Driver to commence propelling after the signal controlling the movement has been cleared, is situated at the marker board.
4. When it is necessary for the NCB locomotive to work over the running road towards the B.R. Sidings between 15 00 and 06 00 hours Monday to Friday and also on Saturdays/Sundays, the N.C.B. Shunter is instructed that before authorising the movement to commence he must proceed to the B.R. telephone at the North End exit of the sidings and ascertain from the signalman at Leeds box that no movement from the Main line is about to enter the Sidings.

Add:–**WINTERSETT OPENCAST SITE
RAPID LOADING FACILITIES**

1. Upon arrival of a Down train in the Bunker line at G.P.L. Signal 617, the Guard must advise the Signalman when the locomotive is ready to run round the train.
2. After the run round movement has been completed and the brake continuity test conducted, the train must be propelled to a position clear, on the Wakefield side of the weighbridge.
3. In the case of an Up train for the Bunker line, the Driver must continue the propelling movement until the train is in a position clear on the Wakefield side of the weighbridge.
4. The Guard will be advised by the Bunker Operator when tare weighing can commence. The train must then be drawn forward over the weighbridge at a speed not exceeding 3m.p.h. and it will be brought to a stand by the switching on of the special loading control signals.
5. The train will be propelled during the loading operations and the Driver must stop with the locomotive cab opposite each of the notice boards, until he receives authority to continue the movement. Upon completion of loading, the Driver must continue to propel the train to a position clear, on the Wakefield side of the weighbridge.
6. In an emergency the Guard must place the special loading signals to the "Stop Immediately" aspect by means of the lineside switch at the Bunker, and advise the Bunker Operator of the circumstances.
7. When the train is again clear on the Wakefield side of the weighbridge, the Guard will be advised by the Bunker Operator when gross weighing can commence. After permission is received the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h. and it will be stopped by the switching on of the special loading control signals.
8. Upon completion of gross-weighing, and the train is stopped, the Driver will again be authorised to propel the train, and he must continue this movement until the train is in a position to the rear of G.P.L. Signal 618.
9. A train on the bunker line is limited to a maximum speed of 15m.p.h. subject to the lower speed of 3m.p.h. over the weighbridge.

Page 300 (Page 117 Supplement No.1)

ELLAND C.E.G.B.**Add:–**

Working Manual for Rail Staff (B.R.30054), pink pages, clause E.2/17(a) is amended as follows:–
Paragraph 3 does not apply.

Certificate of Readiness. The guard must place the original completed certificate in the post box marked "B.R.", which is fixed to the light tower at the end of the oil discharge apparatus. (MO11/095)

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
LOCAL INSTRUCTIONS – continued

Page 306

HEADFIELD BRANCH

LIVERSEDGE O.R.T.

Working Manual for Rail Staff (B.R.30054), pink pages, clause E.2/17(a)

Amend second paragraph to read :—

“Paragraphs 4,5,7,11 and 13. When the terminal is unmanned, written authority to comply with these paragraphs will be found in the box on the depot gates. Authority to enter the terminal to withdraw vehicles will be on the Certificate of Readiness in the same box. Before leaving Healey Mills, guards booked to work trains into and out of the terminal when it is unmanned **MUST** obtain a key to this box from the Timekeeper at Healey Mills, to whom it must be returned”.

Add:—

BARNSELEY STATION JUNCTION TO HORBURY JUNCTION

WOOLLEY COLLIERY SIDINGS

(A) Placing of Empty Wagons

- (1) Drivers of trains conveying M.G.R. wagons must stop with the locomotive at the appropriate marker board. As far as practicable, trains conveying conventional wagons must be similarly dealt with.
- (2) All trains must be propelled into the sidings from the Down Main.
- (3) The Guard, when ready to allow the train on to the Colliery running line, may give an audible signal to the Driver, using the bell plunger.

When the bell sounds at the Down Main marker board, the Driver must propel the train into the Colliery and stop it immediately the locomotive is to the rear of the Colliery outlet signal and clear of the adjacent sidings, and await further instructions from the Guard.

(B) Light locomotives or locomotives with brakevan(s) attached

- (4) The Guard must not authorise the movement to enter the sidings past the ‘STOP AND EXAMINE POINTS’ board without first obtaining permission and instructions from the N.C.B. staff.

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

MONCKTON MAIN COLLIERY SIDINGS

Delete third paragraph and substitute:—

Only one locomotive or two locomotives coupled together, must be allowed on the incline between the hand points in the Inwards Coke Road and the Empty Coke Sidings, at one time.

STOURTON

Add:—

B.S.C. SIDING
Received Traffic

During clear weather only trains must be propelled between Hunslet South Jn. and Wakefield Road signal boxes over the Up Goods line and then crossed to the Down Main line. In fog or falling snow trains must work to the instructions of the Supervisor at Hunslet Down Sidings.

The hand points leading to the Freightliner Terminal/B.S.C. must be set for the BSC by the Guard, who must advise the Signalman at Wakefield Road when this has been done.

Forwarded Traffic

When the movement has departed the BSC Siding, the handpoints leading from the BSC/Freightliner Terminal must be set for the Freightliner Terminal.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 306 – Add – continued**

British Steel Corporation level crossing is an "Open" crossing without attendance. Road traffic is controlled by flashing road signals. The signals must be operated by the Guard by means of plungers located in locked cabinets adjacent to the "STOP/WHISTLE" boards.

The key to these cabinets is kept in Wakefield Road signal box and must be collected by the Guard from the Signaller and returned to him after use. A lamp unit is provided at the crossing, focussed to shine along the railway in each direction, and when lit will indicate that the road lights are alight and flashing.

- (a) When propelling trains or vehicles into the B.S.C. siding, Drivers must stop with the locomotive opposite the marker board worded "Propelled trains locomotive stop, wait for bell before proceeding."

The Guard, when ready to allow the train to proceed, must, after obtaining a white light indication, give an audible signal to the driver by means of the bell push provided at the "STOP/WHISTLE" boards.

When the bell is activated at the marker board the Driver must sound the locomotive horn and commence propelling at a speed not in excess of 5 m.p.h.

- (b) After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the STOP button located adjacent to the "STOP/WHISTLE" boards.
- (c) If after operating the plunger to activate the road traffic signals there is no light in the lamp unit a condition of failure will exist and the Guard must not authorise the driver to proceed over the crossing until he is satisfied that it is safe to do so. The Guard must obtain the assistance of two B.S.C. employees to control road traffic. The circumstances must be reported, by the Guard, immediately to the Signaller at Wakefield Road signal box.

Page 307 (Page 121 Supp. No.1)**OAKENSHAW**

Delete :— Sub heading and item.

LEEDS (STOURTON) FREIGHTLINER TERMINAL**4.2.3. Locomotives from Wakefield Road**

Add additional paragraph:-

Drivers of Locomotives arriving at the Wakefield Road end must, after clearance to No.18 signal, stop at hand points leading to the B.S.C./F.L.T. Sidings and check that these points are properly set for the F.L.T. sidings.

6. Train Departure**6.1.1.**

Amend:- Train crews for starting trains must report to the Terminal Overseer immediately on arrival at the terminal.

Page 311**NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN)**

Add – **HICKSON AND WELCH LIMITED SIDING, CASTLEFORD**

Working Manual for Rail Staff (BR.30054), pink pages, clause E.2/17 (c) is amended as follows:-

Paragraph 2 does not apply. A brake van may enter the sidings. The fire in the brake van must be damped down before proceeding to the siding and will be inspected by the firm's representative before the brake van is allowed into the Depot.

Paragraph 6 does not apply. The reach wagons are unfitted.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

Page 311 – continued

**CASTLEFORD STATION TO ALLERTON MAIN (BOWERS OPENCAST)
CASTLEFORD OLD STATION****Delete** existing instruction and **Add:-**
WHELDALE COLLIERY**Working of trains to the Colliery**

Trains arriving at Castleford Old Junction requiring to enter Wheldale Colliery Sidings must be shunted to the Branch line to clear the Main Lines as expeditiously as possible.

Should the train when arriving inside the Branch to Up Main Home signal (No.10) be foul of the ground frame connection to Wheldale Colliery the Signalmen at Castleford Station box must be requested to clear the subsidiary signal to the East Branch shunt neck to obtain the necessary headroom.

When requesting the release for the Wheldale Ground Frame the guard must ascertain from the Signalmen into which siding the train must be positioned and receive an assurance that no NCB conflicting movement is being made.

Working of trains from the Colliery

Before any train is propelled in the sidings towards the siding outlet, the Guard must obtain the permission of the Signalmen at Castleford Station box by use of the telephone located at the ground frame.

Page 312 (Page 123 Supp. No.1)

WAKEFIELD (KIRKGATE) EAST TO GOOLE GOODS JUNCTION**SHARLSTON****SHARLSTON COLLIERY RAPID LOADING FACILITIES**

Delete the following sentence:- The Guard will ascertain that the points are in the correct position for the loading operation and advise the Bunker operator.

Page 314

GOOLE**DOWN FREIGHT TRAINS**

Amend 'Boothferry Road' in last line to read 'Goole'.

WATH ROAD JUNCTION TO BURTON SALMON**MOORTHORPE****FRICKLEY COLLIERY – Loaded and Empty Wagon Sidings**

Delete from the 3rd line of the first paragraph:-

"and the Frickley Colliery Branch at the lower end".

Page 315

FRICKLEY COLLIERY SIDINGS – WORKING OF BUNKER LOADED TRAINS

Delete the following sentence from the first paragraph:- The Guard will alight at the Bunker installation and ascertain that the points are in the correct position for the loading operation and advise the Bunker operator.

Page 315 (Page 127 Supp No.1)

FERRYBRIDGE C.E.G.B.**Add:-**

Working Manual for Rail Staff (BR.30054), pink pages, clause E2/17 (a) is amended as follows:-
Paragraph 3 does not apply.

Certificate of Readiness – The guard must hand the original completed certificate to the C & W examiner.

Pages 315/316 **FERRYBRIDGE 'C' POWER STATION**

Delete : first to fifth paragraphs inclusive also paragraph nine.

Amend reference in tenth paragraph to "Signals 40 and 41 to read FB40 and FB41."

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

Pages 315/316 – continued

Add after paragraph fourteen :—

WORKING OF OIL TRAINS

When No.1 signal is cleared, an oil train must be drawn forward and stopped with the locomotive adjacent to the notice board worded "OIL TRAINS".

When G.P.L. signals Nos.28 and 28R are cleared, the train must be propelled and stopped with the locomotive adjacent to the "STOP" board, after passing through the points leading to the oil sidings.

The Guard must then ascertain the line is clear and authorise the train to be propelled into the sidings by operating the bell.

Upon completion of discharge the trains must be drawn forward to No.2 signal.

Provided there are no loaded 100 ton G.L.W. tanks in the train, the route to the outgoing line will be via one of the hopper lines.

In the event of a loaded 100 ton G.L.W. tank in the train, the Guard will be so advised by the C.E.G.B. staff before the train leaves the sidings. In these circumstances and upon arrival of the train at No.3 signal, the Guard must obtain an assurance from the C.E.G.B. Controller that the points in the East hopper line leading to the by-pass line have been set and secured towards that line. When No.3 signal is cleared with route indication "E" displayed, the train must proceed at not more than 5mph. and the Driver must stop at the ground frame giving access to the outgoing line.

Upon arrival of the train at the ground frame the Guard must ask the Signaller for its release and obtain permission for the train to proceed.

Delete existing paragraph fifteen.

Amend existing paragraph sixteen to read:—

GENERAL

Trains which are not dealt with at the hoppers, and only require to pass through the Hopper House will be worked under the control of the G.P.L. signals between signals Nos.4 or 5 and FB40 or FB41. Remaining paragraphs as printed.

Page 318

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE)

Add :.

LEEDS

Regulation of Freight Trains. All Class 8 and 9 trains travelling on the Up main line must be brought to a stand at Signal L.1608 and, in the case of a train proceeding beyond Whitehall Junction, at Signal L.71. Trainmen must advise the Signaller at Leeds by means of the Signal post telephone when the train is ready to proceed.

Page 321 (Page 128 Supplement No. 1)

LEEDS CITY TO SKIPTON (STATION SOUTH)**KIRKSTALL****SERVICING OF C.E.G.B. SIDINGS : IN CLEAR WEATHER ONLY**

Delete existing instructions and substitute:—

SERVICING OF C.E.G.B. SIDINGS

During clear weather trains may be propelled both into and out of the Discharge Sidings, but during fog or falling snow, arriving trains must be hauled into these sidings, departing trains may be propelled. The following instructions apply to trains which may be propelled:—

Arriving Trains

- (a) When setting back from the Down Main line, Drivers must bring their train to a stand with the locomotive opposite the marker board worded "Propelled Trains Compulsory Locomotive Stop" situated 340 yards from the entrance to the discharge sidings.
- (b) The Guard, having ascertained that it is safe to position the train in accordance with the Instructions contained in Section E2/17 (pink pages) of the working Manual for Rail Staff, must then operate the plunger to actuate the Klaxon horn and flashing lights to warn C.E.G.B. staff, then signal the train into the appropriate siding. When the movement is completed the Guard must operate the plunger to cancel the Klaxon horn and flashing lights.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 321 (Page 128 Supplement No.1) – substitute – continued****Departing Trains**

- (c) When a train is ready to depart from the discharge sidings, the Guard must advise the Signaller at Kirkstall box, by the telephone located on the outside wall of the pump house, of the required movement and obtain permission to proceed towards the signal controlling movements from the sidings.
- (d) Before authorising the train to start, the Guard must operate the plunger to warn C.E.G.B. staff and cancel when the train is clear of the discharge sidings.
- (e) Drivers must bring their train to a stand with the locomotive opposite the illuminated marker board worded – "Propelled Trains Compulsory Locomotive Stop" situated 320 yards before reaching the outlet signal. The Guard must ascertain that the signal has been lowered before authorising the Driver to proceed.

EXCEPT IN EMERGENCY NOT MORE THAN ONE TRAIN MUST BE ALLOWED IN THE SIDINGS AT THE SAME TIME.

Page 323

Add :-
SHIPLEY (BRADFORD JUNCTION) TO BINGLEY JUNCTION

Acceptance of trains for Bradford direction under the Warning Arrangements. When the Up Main Home Signal at Bingley Junction remains at danger until a train has been brought quite or nearly to a stand, this is an indication to the Driver that his train has been accepted by Bradford Junction under Absolute Block Regulation 5. The Rule Book Section C.5.12 is hereby modified accordingly.

Page 324

LEEDS CITY TO HULL (PARAGON)

Add :-

MARSH LANE : A.P.C.M. SIDING

When the firm's staff are engaged on discharging wagons, a scotch block will be set across the sidings, and a red flag (red lamp during the hours of darkness) exhibited. When the discharging operations are complete, the firm's representatives will remove the red flag/red lamp, and place the scotch block clear of the track.

NEVILLE HILL : WORKING IN THE UP SIDINGS

Delete existing instructions and substitute:-

1. Trains arriving on the Up Sidings Arrival Line from the West must proceed to the notice board at the East end, worded "STOP, PROCEED IF LINE CLEAR."
2. Movements along the Up Sidings Arrival Line from East to West, are prohibited unless permission of the person in charge of the Sidings has been obtained. When the person in charge of the Sidings is not on duty, the Guard must obtain permission of the Signaller at Leeds Signal Box.

Page 326

PARAGON SIGNAL BOX – Electric Bells and Indicators for Starting of Trains

Add:-

<i>Platform</i>	<i>Position</i>
Nos.2 and 3	Inside telephone cupboard on buffer stops.
No.4	On last pillar of the platform roofing.
Nos.5,6,7 and 8	On the side of telephone cupboards.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

Page 329 –LEEDS NEVILLE HILL WEST JUNCTION TO HUNSLET

HUNSLET EAST OIL TERMINAL**Delete:**– Heading and Instructions**Add:**– **LEEDS OIL RAIL TERMINAL – WORKING INSTRUCTIONS****1. Train Arrivals**

- 1.1 The B.R. shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the O.R.T. foreman.
- 1.2 The B.R. shunter will give permission to drivers of trains to pass the stop board on the arrival line when it is safe to do so.
- 1.3 When the train arrives the B.R. shunter must watch for any heat or ignition source on the rail cars. He will remove the tail lamp and leave it outside the terminal fence. If a brake van is formed on the train it must also be detached. When he is satisfied that all is in order he will walk to the barrier and inform the O.R.T. staff.
- 1.4 The O.R.T. foreman will inform the B.R. shunter on which lettered siding the train is to be positioned and, when satisfied that all is in order, the O.R.T. foreman will unlock and open the barrier.
- 1.5 When a reach wagon has to be used the B.R. shunter will attach this vehicle using the train locomotive. The continuous air or vacuum brake must be operative.
- 1.6 When bitumen tanks are included in the train these will be placed in the Total Oil Siding, after setting the O.R.T. train. The B.R./Total Oil Ltd. Joint Standing Instructions must be observed.
- 1.7 Before setting a train in the O.R.T. siding the B.R. shunter will ensure that the gate and barrier are open and the points are set correctly. He will adopt a position where he can control the train movement. The train will be moved into the siding at a slow speed to enable it to be stopped immediately on receipt of a stop signal.
- 1.8 When it is necessary to shunt bitumen tanks or cripple tanks the vehicles must be sorted by using the O.R.T. cripple siding or the arrival/departure lines. The O.R.T. siding lines must not be used.
- 1.9 B.R. handlamps must not be taken beyond the locomotive stop board. An approved safety lamp is available for the guard's use beyond the O.R.T. and Total Oil stop boards and can be obtained from the shunter.
- 1.10 All persons involved must watch the train during this movement and give the recognised "STOP" signal if necessary. Under no circumstances must the locomotive pass the locomotive stop board.
- 1.11 The B.R. shunter will check that all buffers are decompressed and will apply handbrakes on the first three cars at the barrier end of the train. The guard will then uncouple, so that the locomotive can be removed from the siding.
- 1.12 When the locomotive has thus been removed the O.R.T. foreman will close and lock the barrier, and place the red flag across the buffers on the end rail car. Work must not commence on the train until this has been done.

2. Train Departures

- 2.1 Before arrangements are made for the train to be drawn from the siding the O.R.T. foreman will check that:–
 - 2.1.1 All hoses have been disconnected and manlids closed.
 - 2.1.2 All foot valves have been closed, including those faulty which have been opened by Total and O.R.T. Staff.
 - 2.1.3 No person is working on the train.
- 2.2 When all is in order the foreman will complete the Certificate of Readiness, in duplicate, and hand this to the B.R. shunter for his signature of acceptance. Each man will retain a copy of this certificate. The O.R.T. foreman will then lift the barrier and remove the red flag.
- 2.3 The B.R. shunter will bring the locomotive (and barrier wagon if applicable) up to the train at a slow speed and the guard will couple up to the rail car, release all hand brakes and carry out the brake continuity test. No vehicle must be removed without the permission of the O.R.T. Foreman.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 329 – Add – continued****2. Train Departures – continued**

- 2.4 When the O.R.T. Foreman has given his permission the guard will signal the driver to draw the train clear of the barrier.
 - 2.5 The B.R. employees and O.R.T. staff will watch the train being drawn out of the sidings and will give the recognised "STOP" signal if necessary.
 - 2.6 As soon as the train has cleared the sidings, the barrier must be closed and locked by the O.R.T. foreman.
3. When positioning vehicles in these sidings, the driver must ensure he can see the ground staff responsible for hand signalling the train into the siding concerned, if necessary changing to the driving cab at the opposite end of the locomotive.

LEEDS OIL RAIL TERMINAL AND SHELL MEX SIDING

Amend :- heading to read

HUNSLET EAST SHELL MEX SIDINGS

Amend :- "Tanks" in the first line of first paragraph to read:- "vehicles".

First line of second paragraph to read:- "When propelling into these sidings, drivers must be hand-signalled to"

THORNE JUNCTION TO GILBERDYKE JUNCTION

Add :-

GOOLE**Working of Freight Trains Terminating at Goole Docks.**

Down trains not exceeding 45 SLU may be propelled over the Up Wakefield line to Engine Shed Junction and then proceed to Goole Docks via Mineral Junction or pass onto the Eastern Reception line via the Loop and Ground Frame connections and then set back on to the Goole Docks Exchange line.

Down trains exceeding 45 SLU but not exceeding 57 SLU must proceed into the Loop. The locomotive run round via the Up Main and then haul the train to Engine Shed Junction and Propel to the Docks via Mineral Junction.

Up trains must proceed to Engine Shed Junction and then propel to Docks via Mineral Junction.

Working of Freight Trains from Goole Docks

In clear weather trains for the up direction not exceeding 57 SLU must propel from Engine Shed Junction to the Loop.

In fog conditions trains must be hauled from Engine Shed Junction to the Loop and the locomotive run round via the Up Main.

Working of Through Freight Trains – Attaching/Detaching at Goole

Down trains must stop at signal G51 on the Down Main and the locomotive with any traffic for Goole Docks proceed on to the Eastern Reception Line via the Loop and Ground frame connections, to detach into the Western Reception Line or the Goole Docks Exchange Line. The locomotive with any wagons to be attached must draw forward into the Eastern Reception Line and then propel onto the train on the Down Main via the Ground frame and Loop connections.

Up trains not exceeding 57 SLU must proceed into the Loop and attach from the Eastern Reception Line via the Ground frame connection.

Up trains exceeding 57 SLU must stop at signal G56, the locomotive draw forward to GPL signal 85 and set back into the Eastern Reception Line via the Loop and Ground frame connection to attach-detach. After drawing forward into the Loop, the setback movement on to the train must be made via the Loop and signal G55.

Additional Instructions

Trainmen must carry out the provisions of Rule H.3.16 and H.4.12 as appropriate on the Down and Up Main and Loop.

Before any train movement is allowed to foul the Goole Docks Exchange line from the Docks direction, the Guard or person in charge of the movement must first request permission to do so from the Signaller at Goole box.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 329 – continued****Add****Hunslet East Sidings Complex**

No train must be allowed to leave Neville Hill West Junction until the arrival line is clear to the illuminated "Stop and Await Instructions" board near to the Traffic Chorman's Cabin.

Delete**Hunslet East Shell-Mex Siding**

Heading and Instructions.

Add**Shell Marketing Ltd. Private Sidings, Hunslet – Working Instructions.****1. Train Arrivals**

- 1.1 The Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Supervisor or Shift Manager.
- 1.2 The Shunter will give permission to Drivers of trains to pass the Stop Board on the arrival line when it is safe to do so.
- 1.3 B.R. handlamps must not be taken beyond the Depot boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop Boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. He must remove the tail lamp and leave it outside the Depot boundary gates. If a brakevan is formed on the train, it must be detached to the reach wagon siding. When he is satisfied that all is in order he will walk to the gates and inform the firm's representative.
- 1.5 Tank wagons convey differing products. Those containing petrol and kerosene are handled in the two shorter sidings to the North of the complex (the spirit sidings). Oil products are dealt with through the two longer sidings to the South of the complex (the black oil sidings).
The firm's representative will advise the Shunter upon which siding or sidings the wagons are to be positioned and, when satisfied that all is in order, the representative will unlock and open the appropriate gates and barriers.
- 1.6 When a reach wagon has to be used, the Shunter will attach this vehicle, using the train locomotive. The continuous air or vacuum brake must be operative until the locomotive is uncoupled from the train after positioning.
- 1.7 Before setting a train into the sidings, the Shunter must ensure that the gates and barriers, as necessary, are open, that the points are set correctly and then adopt a position, where he can control the train movements. The train must be moved into the Siding at a slow speed to enable it to be stopped immediately on receipt of a Stop signal.
- 1.8 When propelling into these sidings, the Driver must be handsignalled to bring the train to a stand with the locomotive at the compulsory Stop Board, situated 15 yards outside the Depot boundary gates for the heavy oil sidings, and 5 yards before reaching the handpoints leading to the spirit sidings. When handsignalled forward, Drivers must propel the wagons to the required position for discharge at extreme caution.
- 1.9 All persons involved must watch the train during this movement and any B.R. employee must give the recognised "STOP" signal if necessary. Under no circumstances must the locomotive pass the appropriate locomotive Stop Board.
- 1.10 The Shunter must check with the firm's representative that the train, or portions, are set to his satisfaction and that all buffers are decompressed. He must then apply handbrakes on the first three tank wagons at the barrier end of the train or portion thereof. The Guard must then uncouple, so that the locomotive can be removed from the siding.
- 1.11 When the locomotive has been removed, the firm's representative will close and lock the barriers or gate and place a red flag across the buffers on the end tank wagon. (Discharging must not commence until this has been done).
- 1.12 Any cripple tank wagons must be sorted by using either the cripple siding or the reach wagon siding. The discharge siding must not be used for this purpose.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

Page 329 – Add – continued

2. Train Departures

- 2.1 Before arrangements are made for the train to be drawn from the siding, the firm's representative will check that:—
 - 2.1.1 All hoses have been disconnected and manlids closed.
 - 2.1.2 All foot valves have been closed, including any faulty which have been opened by Shell Marketing Ltd. staff.
 - 2.1.3 No person is working on the train.
 - 2.2 When all is in order, the firm's representative will remove the red flag, lift the barriers or open the gate, complete the Certificate of Readiness, in duplicate, and hand it to the Shunter for his signature of acceptance. Each man will retain a copy.
 - 2.3 The locomotive (with barrier or reach wagon if applicable) must be brought to the train at a slow speed. The Guard must then couple up to the tank wagons, release all handbrakes and carry out the brake continuity test. No vehicle must be moved without the permission of the firm's representative.
 - 2.4 When the firm's representative has given his permission the Guard will signal the Driver to draw the train clear of the barriers or gate.
 - 2.5 B.R. employees and Shell Marketing Ltd. staff must watch the train being drawn out of the sidings and give the recognised "STOP" signal if necessary.
 - 2.6 As soon as the train has cleared the sidings, the barriers or gate will be closed and locked by Shell Marketing Ltd. staff.
3. When positioning wagons in these sidings, the Driver must ensure that he can see the Ground Staff responsible for handsignalling the train into the siding concerned, if necessary, changing to the driving cab at the opposite end of the locomotive.

Page 329 (Page 131 Supp. No. 1)

HULL (DAIRYCOATES WEST) TILCON LIMITED DEPOT**Amend First paragraph :—**

The connection to Messrs Tilcon Limited Depot is situated between Neptune Street and Dairycoates West Signal box.

Page 330

STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION**Delete first paragraph****Amend second sub heading to GOOLE SIGNAL BOX**

Page 331

HULL YARDS**NEPTUNE STREET SIDINGS****Delete sub heading and item**

Page 333

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD ETC.**HARTLEPOOL****Delete existing instructions and substitute:—**

Tail Lamp Advice. When a train arrives in the South Bay platform clear of the Down Main line complete with Tail lamp attached, the Guard must so advise the Signaller at Clarence Road.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
LOCAL INSTRUCTIONS – continued

Pages 333/4

NORTH SHORE BRANCH

Delete:— heading and item.

Page 334

BILLINGHAM BECK BRANCH

Add:— Trains without a brake van in rear must not be allowed to set back onto the Billingham Beck Branch

STOCKTON-ON-TEES FREIGHTLINER TERMINAL

Delete existing instructions and **substitute:**—

1. The Terminal Overseer is responsible for all rail movements within the terminal. He will maintain liaison with Divisional Control, Newcastle, also with the signaller at North Shore signal box.
2. Entry to and exit from, the terminal is via a ground frame secured by padlock. The key to the padlock is attached to the Train Staff. Points in the terminal are hand operated. Direct telephone communication is provided between the Terminal Overseer and North Shore signal box.
3. **Train arrival.**
 - 3.1 **Preparation**
The Terminal Overseer, or his nominated representative, will set the hand points for the appropriate road on the way, arriving in time to accept the train without delay.
 - 3.2 **Arrival**
 - 3.2.1. The Terminal Overseer will hand-signal the train over the points leading into the Freightliner Depot.
 - 3.2.2. The Driver must then proceed into the terminal and stop on receipt of a hand signal from the appropriate Crane Operator or other nominated person.
 - 3.3 **Handbrakes**
After the train has been berthed, the Guard must apply the handbrakes on at least three wagons at the locomotive end of the train and report that he has done so to the Terminal Overseer ; the locomotive may then be detached.
4. **Train departure.**
 - 4.1 **Preparation**
 - 4.1.1. The Guard for a starting train must report to the Terminal Overseer immediately on arrival at the terminal.
 - 4.1.2. The Terminal Overseer will ensure that the loading of the train is completed, with all containers secure and the tail lamp in place (and lit as necessary). He will prepare the train preparation certificate and the consist, but the handing over of these documents to the Guard does not constitute authority to move the train.
 - 4.2 **Arrival of Locomotive**
 - 4.2.1. The Driver must inform the Terminal Overseer of his arrival.
 - 4.2.2. The Terminal Overseer or his nominee will then proceed to the locomotive, setting the appropriate hand points on the way, admit the locomotive and instruct the Driver as to his route within the terminal.
 - 4.2.3. After the locomotive has been attached, the Driver and Guard must carry out the brake continuity test.
 - 4.3. **Procedure**
 - 4.3.1. The Terminal Overseer will, on receiving acknowledgement from the terminal staff that work in the crane area has stopped, signal the Guard to move the train. The crane operators will assist by passing on the overseer's signal to the Guard to start the train.
 - 4.3.2. The trains must not exceed 10m.p.h. until clear of the crane area (5m.p.h. during fog, falling snow or hours of darkness).

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

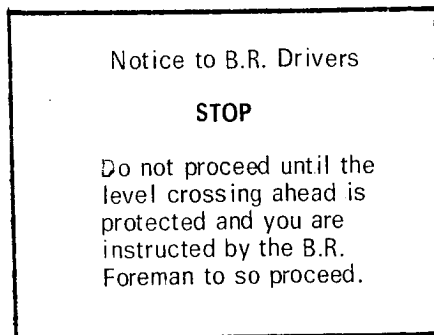
Pages 336/337 (Page 135 Supp No.1)

BILLINGHAM-ON-TEES TO PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME)

Delete heading and all items under this heading and substitute :–

**BILLINGHAM-ON-TEES TO PORT CLARENCE (PHILLIPS SIDINGS)
BELASIS LANE – EAST GRID SIDINGS I.C.I. LTD**

A notice board as under is affixed at 50 yards on the approach side of the level crossing across the Belasis Lane end of the East Grid Sidings :–



Drivers must not foul the crossing until it has been protected under the special instructions issued to the B.R. Foreman and I.C.I. Controller and the B.R. Foreman authorises the Driver.

I.C.I. BILLINGHAM WORKS

The Guard, Shunter or person in charge of movements with B.R. Locomotives in the East Grid Sidings of the Billingham Works, must, when placing or leaving wagons in any sidings, pin down the handbrakes of at least six wagons at the South end of the siding or if there are less than six wagons, the brakes must be applied on all wagons.

BELASIS LANE TO PORT CLARENCE

The lines between Belasis Lane and Port Clarence (Phillips Sidings Junction) are designated as Arrival and Departure lines and are worked as Shunting Area. Drivers working over these lines must proceed at caution and prepare to stop short of any obstruction.

SHIPYARD GROUND FRAME

The ground frame is secured by padlock. The padlock keys being normally kept at Belasis Lane signal box and Port Clarence Chargeman's Office.

PORT CLARENCE

A Notice Board lettered "Stop Proceed if Line is Clear" and applicable to trains from the Belasis Lane direction is erected at the approach to Port Clarence Sidings at a point some 1 mile 1032 yards after passing Belasis Lane Signal Box.

If on arrival at the "Stop" board and the line is clear, Drivers may proceed as far as the "Stop Await Instructions" notice board which is situated to the right of the Departure line facing trains from the Belasis Lane direction.

PORT CLARENCE TO PHILLIPS SIDINGS JUNCTION

Trains from Port Clarence proceeding towards Phillips Sidings Junction must travel over the Arrival line and return over the Departure line.

Trains may only proceed towards or from Phillips Sidings Junction with the permission of the person in charge at Port Clarence.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

Pages 336/337 – Substitute – continued

**PORT CLARENCE
PHILLIPS IMPERIAL PETROLEUM SIDINGS LTD.**

1. The rail siding system at Phillips Terminal consists of four loading tracks and one repair track. The four loading tracks are equipped with trainload haulage equipment. Rail tanks are delivered and collected from the south end of the terminal in accordance with the directions of the Terminal Supervisor.
2. Matches, lighters, cigarettes and similar items must be deposited in the receptacle provided at the gates.
3. A notice board lettered "STOP B.R. Locomotives and trains must NOT pass beyond this point unless accompanied by a Terminal Supervisor" is sited at the entrance gate to the Terminal Sidings. Trainmen must not pass this points until they are met by a Phillips Supervisor and given permission to enter the sidings.
4. Telephone facilities are provided between the Phillips Terminal Control Room, the rail terminal entrance and Port Clarence Sidings.
5. All movements within the terminal will be made under the direction of the Phillips Supervisor.
6. Notice Boards lettered:– "STOP. B.R. Locomotives must NOT pass beyond this point" are situated 70 yards south of the rail loading gantries. B.R. Locomotives should not in any circumstances pass beyond these notice boards.

BATTERY ELECTRIC TAIL LAMPS

Tail lamps and chargers are provided in the Port Clarence Chargeman's Office and he is responsible for the safe keeping and charging of the lamps. The Chargeman's Office is manned whenever Port Clarence is open.

The Guard of an incoming train must remove the tail lamp before the train enters the depot and hand it to the Chargeman.

The Guard of an outgoing train must collect a tail lamp from the Chargeman and place it on the rear of the train after it has drawn out of the depot.

The Chargeman is responsible for maintaining a book record of the receipt and issue of lamps.

Page 337

Add:–

PHILLIPS SIDINGS GROUND FRAME AND MONSANTO SIDINGS

Drivers of trains proceeding to the Monsanto single line branch must obtain the "one train working" Staff from the Person-in-Charge at Port Clarence.

North Tees and Seal Sands Open Level Crossings.

Track circuiting is not provided over these two level crossings. Trainmen must therefore ensure that as soon as the whole of their train has passed clear of the level crossing concerned, complete with tail lamp attached, the plunger situation beyond the crossing is operated in order to extinguish the flashing road lights.

Pages 339/340 (Pages 136, 137 & 138 of Supplement No.1) –

JARROW OIL TERMINAL**Delete Clause (3) and substitute:–**

"The Stop/Go board, placed approximately half way along No.2 siding, must not be passed unless the indicator reads "Go". This board, which on arrival of trains will normally read "Go", is operated by the Oil Terminal staff in order to prevent a train proceeding along No.2 Siding should there be any reason to stop at a safe distance from the discharge area".

Delete Clause (5) and substitute:–

"The reach wagon must be attached to the locomotive before any tank wagons are placed into the discharge area. The first shunt of tanks to be placed must be brought to a stand with the leading buffers of the reach wagon opposite the locomotive Stop Board situated between No.3 and No.4 sidings".

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
LOCAL INSTRUCTIONS – continued

Pages 339/340 – (Pages 136, 137 & 138 Supplement No.1) – continued

Delete Clause (6) and substitute :-

“When 100-ton G.L.W. tanks are being placed, not more than four tanks are to be shunted at any time. The first shunt must be positioned as described in Clause (5). The second shunt of four tanks must be placed on top of the first shunt and coupled to it. The eight tanks may then be propelled into the final discharge position.

The final discharge position is determined by a yellow marker line. The tank next to the reach wagon must be brought to a stand with the rear wheel of the rear bogie, in the direction of travel, exactly opposite the yellow marker line in the appropriate siding’.

Delete Clause (7) and substitute :-

“When the above movements are being carried out with 45-ton G.L.W. tanks, the two shunts may be up to eight tanks each. When tanks are mixed, two 45-ton G.L.W. tanks will be taken as the equivalent of one 100-ton tank for the purpose of carrying out these instructions”.

Add new paragraph after Clause (15) :-

Certificate of Readiness (Working Manual for Rail Staff, Pink Pages, Clause E.2.17 (a), Para. 11) –

Before allowing the locomotive to enter the discharge sidings, the Guard must obtain a Certificate of Readiness from the person in charge of the terminal, certifying that the outward train is ready for collection.”

(MO.11.095)

Page 340 (Page 138 Supp. No. 1)

BOLDON COLLIERY STATION AND TYNEDOCK BOTTOM

Delete existing instructions and substitute :-

TYNE DOCK BOTTOM

Between 08 00 and 16 00 each weekday, authority to pass the ‘Stop for Orders’ board will be given by the C & W Shunting Staff. At all other times, authority to pass the board must be given by the Guard after satisfying himself the points are properly set.

Page 342

**DARLINGTON (SOUTH JUNCTION) TO SALTBURN
MIDDLESBROUGH**

Add:-

MIDDLESBROUGH GOODS YARD – An ‘open’ level crossing is situated on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Goods Yard and the Marsh Branch.

The Shunter or other person in charge of rail movements must ensure that the crossing is clear and it is safe to do so before signalling a movement over the crossing.

Movements over the crossing must not exceed 5 m.p.h.

SOUTH BANK

Delete Sub heading and both items.

Page 343

DARLINGTON SOUTH JUNCTION TO SALTBURN

SHELL MEX REFINERY, TEESPORT

Delete first paragraph

Page 344

GRANGETOWN TO TEESPORT SHELL REFINERY EXCHANGE SIDINGS

TAIL LAMP ADVICE

Amend in third line, No.33 signal to read No.48 signal.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 350****NEWSHAM TO ISABELLA COLLIERY****Delete** existing instructions and **substitute:–****ISABELLA LEVEL CROSSING**

The normal position of the barriers is raised. The barriers are operated by means of push buttons contained in cabinets situated on each side of the crossing. On a train coming to a stand at the stop board, the Guard must insert the key (which is attached to the train staff) in switch, turn switch to 'PUSH BUTTON', lower barriers by pressing the 'LOWER' button (The releasing of this button will immediately arrest the lowering of the barriers), turn switch to 'NORMAL', withdrawn key and re-lock cabinet. When the barriers are in the fully lowered position a flashing white light will be exhibited to indicate that all the road signals are working correctly, but before passing over the crossing the Driver must satisfy himself that the crossing is clear.

When the train has drawn clear of the crossing the barriers must be raised by operating the controls as described above on the opposite side of the crossing.

In the event of the electrical apparatus failing to operate the barriers and/or lights during the hours of daylight and in clear weather only, the Driver may pass the stop board but must not proceed over the crossing until he is satisfied it is safe to do so and must advise the signalman at Newsham North of the circumstances.

Page 350 (Page 145 Supp. No.1)**NETHERTON COLLIERY BRANCH****Delete** heading and instructions.

